

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

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ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW-YORK, AT FIVE DOLLARS PER ANNUM IN ADVANCE.

SECOND QUARTO SERIES, VOL. XL, No 50.]

SATURDAY, DECEMBER 15, 1855.

[WHOLE No. 1,026, VOL. XXVIII.]

MESSRS. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, LONDON, are the authorised European Agents for the Journal.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO., No. 9 SPRUCE ST.

New York, Saturday, December 15, 1855.

Camden and Amboy Railroad.

We have been in hopes, and we believe it has been general expectation, that the recent dreadful accident on this road would lead to a change in the policy by which the company has been governed, and to such reforms and improvements in the management of the road, as would secure to this greatest thoroughfare in the United States, and probably in the world, that degree of safety, comfort, and speed, with rates of charges, which, from the vast patronage it receives, the public have a right to demand. This expectation is, we fear, likely to be disappointed. With the exception of a few churlish utterances, which could not be well suppressed in the universal burst of indignation which overwhelmed them, we see nothing in the action of the company to lead us to suppose that any change for the better is to be hoped. A company, whose policy for the past twenty years has been a subject of general execration, must be callous to any public appeals, and have lost that ambition and desire to please which lies at the foundation of efficient management, and courteous demeanor. Their policy has degenerated into a mere lust for money. Controlling the legislation

of a sovereign State, they feel under no necessity of consulting the wishes or convenience of any but themselves. They are confident of their ability to resist any assaults made upon them. They have thrown around them the shield of the law. Their influence permeates the entire civil fabric;—Legislature, Executive, and Judiciary. They certainly seem to be invulnerable. A corrective of their abuses does not appear to exist. They are amenable only to tribunals they control. The State has become so thoroughly emasculated as to be incapable of putting forth any independent action. Its moral force is thoroughly broken. This the company fully understand, and like all who feel their power firmly established, and that its maintenance depends upon no will but their own, they become the more insolent and exacting. They are indifferent to a clamor from without which, they feel, cannot harm them. However vociferous it may become, they have the wisdom to hold their peace. They bear contumely with patient shrugs, in silence, because they know that controversy would be fatal to them. A quarrel cannot last long where only one party will take part in it. The public, therefore, continue to rail, but the company go on in their old way, plundering the travelling and business community, and giving in return a road miserably constructed and managed, and tended by ill-bred and uncivil employees; inconvenient and unsafe, with trains creeping over it at a snail's pace.

We suppose the Camden and Amboy railroad company have become what we have described them, from an idea that, by being such, they were promoting their best interests. As far as dollars and cents are concerned, they may have acted wisely; but even this we are not willing to acknowledge. We believe, in the long run, that the most money is to be made by dealing fairly with the public. Such, certainly, is the case with individuals to whom a good reputation, and the respect and esteem of their fellows, possess a value higher than money. We believe those to be most successful who are under the necessity of acting with constant reference to the rights, wishes, and opinions of others. To achieve success in the open field of competition, implies the growth of the qualities necessary to retain it. A person who feels placed above that necessity of exertion, soon

acquires habits of mind and action that throw him from the place he fancied he occupied so securely. If the Camden and Amboy company, possessing the right of way between New York and Philadelphia had always acted, as if the maintenance of it depended upon the fidelity with which they served the public, they would then have enjoyed a monopoly based upon superior excellence, against which, none based upon legislation could hope to prevail. Now although we give the managers of the company the credit for great capacity, we think they have already given way in a quarter, where all interests, similarly situated, first yield. Their control of New Jersey cannot, of course, keep down a clamor for other roads; nor can it entirely silence attack upon their monopoly. To quiet all this, the company say to the people of the State, "Let us alone, and we will build all the railroads you need." Consequently, the Camden and Amboy company are now at work constructing numerous branch roads, which can never pay. The interest on their cost must be a heavy tax upon the main road. In this way will its enormous profits be yearly abated. Suppose, after the expenditure of immense sums, a change should come over the people of the State; that they should force those who now rule them to yield up their ill-gotten and abused power, and adopt a policy making the construction of railroads a common right. What would then become of a bloated monopoly, with an enormous capital, but with its revenues destroyed? The ruin of its fall would be in proportion to its unwieldy dimension, swelled for the purpose of maintaining its power. Such a change may take place. At all events, no policy is more false and dangerous than that which seeks to sustain itself by any act not right or politic in itself. A man never stands upon a more unstable foundation, than when he is found to expend money by way of self-defence. Business that is bought never pays. It may be laid down as an axiom that for any line of conduct false in practice or principle, a penalty must be paid exactly proportioned to the offence. The Camden and Amboy company cannot in the long run escape the application of this universal law.

It is upon the broad ground that the true interests of the company would be best promoted by

the adoption of a policy fitted to give entire satisfaction to the public, that we appeal to them. As they possess, by law, the most valuable rights in this country, they are in duty bound to give a corresponding equivalent,—the best built and best managed road, with charges proportioned to the amount of its traffic. They are entitled to a liberal reward. The public never complain of the profits of a company, if they are well served. But on a route that connects two such cities as New York and Philadelphia, the route should have a double track, with no surface crossings, (or none that are not properly guarded), with the best appointed equipment, with gentlemanly conductors, and with ample depot accommodations, particularly at the termini. How are such requirements met? We have a single track, crossing numerous ordinary highways at grade, without guard or protection, as the recent terrible accident testifies. The equipment falls totally below the requirements of a first class road, or the average for the country. The tone of management is dull and spiritless. The officials are just what might be expected from the relations they sustain to their superiors. The servant always caricatures his master. If the first be imperious, the latter becomes insolent. All connected with this road belong to one type. The charter under which the company act, is a violation of the organic laws of the land. Their very existence is an imposition maintained by the most discreditable measures. From so corrupt a fountain, we can hardly expect anything better than what we see. An usurper is necessarily a tyrant. The less his rights, the greater his assumptions. Hence in contact with the public the officials of this company are unaccommodating, ungentlemanly, exacting; swelling with assumed importance and treating the traveller, as if he belonged to a despised caste. And then what wretched accommodations for receiving passengers at New York and Philadelphia. If you happen to be a few minutes before your turn, you must stand out in the open air, or if you seek shelter, you are forced into a small room, reeking with fumes of rum and to bacco; dark, dirty, without conveniences for sitting or resting. When the time comes for taking or leaving the cars, you are forced through a narrow gangway, just wide enough to allow you to pass, for fear that some one may escape who has not bought or given up his ticket. Into such accommodations, and into such crowds, no small portion of which is frequently made disgusting by their habits, are ladies as well as gentlemen thrust, to such disgust of the former, that we know of numerous instances where they declined travelling, rather than to be subjected to such annoyances. In short, we believe, and we appeal to the experience of every traveller, that no gentleman can go through the State of New Jersey without losing in some degree his self-respect, and feeling himself to be less of a man for it.

We know that we have drawn a strong picture, but we appeal to the public to say whether it be over-drawn. Now such a state of things should not be suffered to exist any longer. It is impolitic and unjust. The company are losers in proportion as they annoy and ill-treat the public. It is for their interest that the former should be their friends. Did the company realize the deep felt dislike and aversion with which they are regarded,

we can only believe we should see a change. Certainly no one likes to be the object of universal execration. No one can be without being grievously at fault; and then too, railroad companies owe a certain duty to the public, in virtue of the conspicuous positions they occupy. They are, to a certain extent, standards for imitation. As one company sink in the standard of respectability, all others sink with them. In this way the Camden and Amboy company have inflicted a grievous wrong upon the entire railroad interest. The feeling entertained toward them is naturally transferred to all other companies. Take the case of the recent accident. Enormous claims will be made for injuries suffered. The sentiment runs so strongly against them that corresponding damages undoubtedly will be given. These damages will serve as standards of what other companies will have to pay. The public, shocked by the terrible accident on this road, will extend the prejudice engendered toward all others. In this way, we expect, for years, the whole railroad interest will be made the scape-goat for the sins of the Camden and Amboy railroad company. In one point of view all the railroads of the country make up one family, all the members of which must suffer, for the offences of each member.

The traveling and business public are not the only sufferers by this company. Their action inflicts a serious injury on the railroads covering a large portion of the United States. New York being the commercial centre of the country, is the focal point of its travel. A very large part of this travel, other things being equal, would take the shortest cut to New York over the Camden and Amboy railroad. Does it take this route? By no means. To a person desirous of going from New York to Cincinnati, the direct route is through Philadelphia; Cincinnati lying much to the south of that city. Instead of taking this, which is at least one hundred miles the shorter, the traveller takes one which carries him in the first place at least one hundred and fifty miles out of his way. This travel is now controlled by the New York Central and the New York and Erie railroads, both making Buffalo a common point, which is at least 150 miles north of New York, while Cincinnati is situated as far south. It is the Camden and Amboy railroad that makes the traveler take such a wide sweep in passing between these points. Were this a popular road, the greater part of the immense travel between Cincinnati and New York would take the Pennsylvania and Baltimore routes. From routes having a more southern direction, the Camden and Amboy throws the travel upon the numerous lines of steamers running to Norfolk, Richmond, Savannah, Charleston, Mobile, &c., &c. In this way are numerous and important roads defrauded of their legitimate business by the misconduct of one member in the great lines of which they form a part.

It is in the highest degree unjust that such vast interests should be at the mercy of the company controlling the route between Philadelphia and New York. The action of the latter in its relations, becomes a National matter. It is from national action that we must look for immediate redress. The General Government can authorize the construction of a Post road between the above cities. Such a work should be authorized with-

out delay. We do not believe that the numerous and influential companies interested will be satisfied with anything less. When a State undertakes to levy a transit duty upon every person passing through it, it is time for the country to act. When the policy pursued by one line of road is seriously injuring the business and profits of nearly one-half of the railroads in the United States, it is time that the abuse should be corrected. There is a power paramount to that of New Jersey, and when her action comes in conflict with public right, to the detriment of a very large portion of the community, it is time that this paramount authority should be exercised.

Finances of Virginia.

According to the Auditor's report submitted to the Legislature, on the 10th ult., the receipts and disbursements by the State Treasurer, for the year ending 30th September last, were:

Entire receipts.....	\$2,146,958 08
Deduct temporary loan obtained from the banks.....	400,000 00

Actual receipts from all sources of revenue, including the earnings, &c., of the Internal Improvement Fund.....	\$1,746,958 08
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The annual communication made to the General Assembly when it convened in December, 1853, estimated the probable receipts during the year ending 30th day of Sept. 1855, as.....	2,247,246 02
The actual receipts amounted to...	1,746,958 08

Receipts less than estimates...	\$500,287 94
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The great difference between the estimates and receipts may be accounted for as follows:

Estimate of earnings or "surplus revenue," to be derived from the Internal Improvement Fund.....	\$630,978 69
The receipts from said fund were...	162,591 00

Showing a deficit in this item alone of.....	\$468,387 69
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Estimate of taxes to be derived from licenses, payable at the Treasury in June, 1855...	\$264,000 00
The receipts from this source were.....	209,970 52

Deficit in this item.....	54,029 48
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	\$522,417 17
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To which may be added the amount of interest due on the James River and Kanawha Co.'s bond, which has not been paid.....	16,118 00
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Making a deficit in these three subjects of revenue of.....	\$588,535 17
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The above more than accounts for the amount of \$500,287 94, which the receipts were less than the estimates, and shows that the lands, property, and other usual subjects of taxation, &c., have produced a handsome increase in the ordinary revenue, during the last year, say \$38,247 23.

The failure on the part of the Internal Improvement Fund to yield as large an amount of revenue as was anticipated, is mainly attributable to the decline in premiums on the bonds of the State, which was (not) taken into account in the estimates of December, 1853.

The falling off in the receipts from license taxes payable in June, '55, amounts to \$54,029 48, which no doubt has been caused, to a great extent, by the County Courts in many instances refusing to grant license to keepers of ordinaries and persons engaged in the sale of ardent spirits.

Disbursements.

The warrants drawn upon the Treasury, during the year ending the 30th day of September, 1855, amounted to.....\$2,182,868 10

The estimates of probable disbursements for the last fiscal year amounted to..... 2,182,664 79

The disbursements exceed the estimates only..... 203 31

There were three or four balances due within the last fiscal year, for special appropriations to the Lunatic Asylum, the Institution for the Deaf and Dumb and Blind, &c. Had they been paid before the 1st of October last, it would have increased the disbursements probably..... \$20,000 00

Estimates are always conjectural, and depend upon contingencies. When this fact is taken into consideration the difference between them and the disbursements may be deemed very small, and the result gratifying.

The balance in the Treasury, on the 1st of Oct., 1854, was \$50,891 09, which, with \$2,146,958 08, the payments into the Treasury during the year ending 30th day of September, 1855, made the sum of \$2,197,849 17. After deducting the warrants paid into the Treasury, during the same year, the balance to the credit of the Commonwealth on the 1st Oct., 1855, was \$15,018 69.

Ohio and Mississippi Railroad.

A public meeting of the citizens of Cincinnati, was held on the 1st inst., for the purpose of devising ways and means to ensure the completion of the Ohio and Mississippi road from Seymour to Vincennes. The chair was occupied by J.W. ELLIS, Esq., who gave a summary of the history of the undertaking from its commencement, specifying the various causes which had led to its present embarrassments. After the conclusion of this address, and reading the Secretary's report, the President stated that in order to raise the means necessary to complete the road, the company proposed to issue bonds to the amount of \$2,500,000. The following paper read by Mr. Ellis shows the terms on which it is proposed that this loan shall be subscribed for—

"The Ohio and Mississippi Railroad Company incorporated by the States of Ohio and Indiana, proposes to issue its bonds to the amount of \$2,500,000, payable in the city of New York, thirty years after date, with coupons attached for interest at the rate of seven per cent. per annum, payable semi-annually, in the same city, and secured by a third mortgage on the road and its equipments, and also by a pledge of income for their redemption to the extent of \$5,000 per month after the 1st of January, 1857. The bonds so to be issued are, to the extent of \$2,000,000 thereof, to be offered for sale at the rate of 70 cents on the dollar, payable ten per cent on the face of the bonds at the completion of the subscription, and a like sum monthly thereafter until the payments are completed.

The undersigned agree with the said company to purchase the bonds above referred to, to the extent of the amounts respectively annexed to our names, and to pay for the same in instalments, as above specified, provided that no subscriptions shall be binding until bonds to the extent of \$1,500,000 are subscribed for."

The President further remarked—

"The committee have after mature deliberation, decided upon this scheme as the only one now practicable, and the last hope of retrieving the road. The sale of these bonds will render the completion of the road certain, and we believe the bonds will then become a safe investment at the

price at which they are offered; and as this would cause an advance in the value of the stock, it becomes deeply to the interest of every stockholder to lend his aid towards the successful accomplishment of this purpose. If the bonds are sold, we pledge you that the road shall be completed, and the cars running to St. Louis within twelve months; and with the immense business which its great resources and unequalled geographical location must command, we believe that with proper management, the company can, in a few years place itself in an independent and untrammelled condition. If, however, our scheme fails, then all we can say to the stockholders is, your stock is worth about as much as this paper, and the best use to which you can apply your \$6,000,000 of scrip is to light your cigars with."

At the close a subscription paper was handed round, which resulted in the sum of \$126,000 being taken by gentlemen then present. A committee of 25 was also appointed to solicit subscriptions through the city,

The Secretary's report shows the company's financial condition to be as follows:

The whole amount of the bonded debt of the company, being the first and second mortgage bonds, is.....\$3,550,000

The total amount of stock issued, deducting the \$1,000,000 hypothecated to the city of Cincinnati, to secure her loan of \$600,000, is..... 5,383,000

Making the total amount of bonds and stock issued.....\$9,933,000

The following is the full statement of the present condition of the company, showing its resources and liabilities, inclusive of the bonded debt and stocks, and showing the amount necessary to be raised, in order to complete the road and relieve it of its embarrassments:

Chief Engineer's estimate of cost of finishing the road, as reported, June, 1855.....\$1,201,705 00

Estimates since June 1, deducted..... \$50,000 00

348 tons iron received on account Trust Fund..... 25,056 00

75,056 00

Estimate for finishing road, say...\$1,126,649 00

To which add amount due by company in shape of bills payable.....\$493,547 70

Balance due contractors and others..... 156,183 73

Balance due on paymaster's deposit.... 68,367 81

Amount to pay taxes for 1855, and office expenses..... 32,000 00

Interest on first mortgage bonds due July 1, 1855..... 71,750 00

Interest on 2d mortgage bonds, due Oct. 1, 1855..... 52,500 00

Interest on first mortgage bonds, due Jan. 1, 1856..... 71,750 00

Interest on 2d mortgage bonds, due April 1, 1856..... 52,500 00

Interest on first mortgage bonds, due July 1, 1856..... 71,750 07

Interest on 2d mortgage bonds, due Oct. 1, 1856..... 52,500 00

\$1,127,819 30

\$2,254,468 30

RESOURCES.

Balance due in bonds from city of Cincinnati.....\$200,000 00

41 bonds of the city of Cincinnati..... 41,000 00

212 bonds of Indiana county bonds, estimated..... 148,400 00

29 second mortgage bonds of Co..... 14,500 00

Balance of Trust Fund from 1st mortgage.. 000,000 00

Bonds payable in iron, say..... 170,000 00

Due on stock subscription account, \$156,571 of which company can collect, say.. 70,000 00

Surplus real estate.... 30,000 00

Miscellaneous claims.. 30,000 00

Estimated earnings of the road from 1st Dec, 1855, to 1st Jan., 1857, at the rate of \$12,000 per month, is..... 156,000 00

\$850,900 00

\$1,394,568 30

To which add interest on city loan, \$600,000, due June and July, 1856..... 36,000 00

Total amount necessary to be raised.....\$1,480,568 30

Hannibal and St. Joseph Railroad.

This road was chartered by the Legislature of Missouri, in February, 1847. By the terms of the act, this company was authorized to construct and maintain a railroad "from St. Joseph, in Buchanan county, to Palmyra, in Marion county, and thence to Hannibal, in the same county." Capital stock to consist of \$2,000,000, in shares of \$100 each. Construction of road to be commenced in three, and finished within ten years thereafter. Right of purchase reserved to the State, on certain conditions, after the expiration of forty years from date of charter. In the early part of 1849, an appropriation of \$5,000 was made by the same body, to be expended in making the surveys; but this sum was never asked for nor obtained by the company. At the same time, the period within which operations had to be commenced was extended four years; and a memorial addressed to Congress, praying for a grant of land to aid in construction. This measure having resulted successfully in June, 1852, the grant of 120 sections of public lands to every 20 miles of road completed, was transferred by the Legislature to the company, the act authorizing the latter party to mortgage these lands, if desirable; and stipulating that as soon as dividends should be declared, or within two years from completion, the road and all its fixtures should be assessed, and become subject to taxation as other property.

In February, 1851, an act was passed, providing for a loan of \$1,500,000 in State credit to the company, on the same general terms and conditions on which State aid had been granted to the other railroad companies. No part of these bonds was to be issued, however, until a bona fide capital stock to the amount of \$500,000 had been subscribed. Two years after, the company were empowered to borrow money on bond and mortgage, subject to the prior lien of the State; to construct and operate the road to any point west of

the State boundary line; and to increase the capital stock to \$5,000,000. During the present Legislative session, laws have been passed to declare forfeited all capital stock on which the instalments have failed to be paid for a specified time, and to fix the gauge at five feet six inches. The latter clause requires the company's assent, which has not yet been granted, in order to its becoming binding. At the same time provision was made for delivering to this, as well as the other railroad companies in Missouri, the whole amount of State bonds to which they might be entitled by having expended a similar amount derived from other sources, even though it should exceed \$50,000; and permitting the sale or hypothecation of State bonds at their market value.

The Hannibal and St. Joseph railroad proceeds by a very direct line across the entire State of Missouri, having a length, according to its final location, of 206 $\frac{3}{4}$ miles. Leaving the valley of the Mississippi at its eastern terminus, it follows the course of Bear creek, ascending in a north-westerly direction, to Palmyra. Thence it proceeds by a south-westerly course to Salt river, which it crosses about nine miles south of Shelbyville. Its route for the next 70 miles is nearly due west, traversing a section of country known as the Elk Knobs, much of which consists of valuable coal deposits so situated as to be readily accessible from the road. A few miles west of Chillicothe, the road crosses Grand river below the forks, and continues along the "Divide" between that river and Shoal creek. The western part of the road crosses several streams, the principal of which is Platte river. St. Joseph, its western terminus, is favorably situated on the Missouri river, and is already the second city in Missouri.

The steepest grades on the road do not exceed 53 feet per mile. The shortest radius of curvature is 1,910 feet.

The company was organized in January, 1851, on a stock subscription of \$500,000. The preliminary surveys had been made in 1849. Full surveys were made after the company's organization, in the Fall of 1851, and during the following year. The final location was made, in the early part of 1853. The contract for construction was made in August, 1852, and amended in 1854. Operations were commenced in the Spring of 1853, since which time they have continued steadily, though at times but slowly to progress. The first thirty miles are now nearly ready for the superstructure; and about one hundred miles more are in various stages of advancement.

The first estimate of cost, for 202 $\frac{1}{2}$ miles of road, was \$4,066,624, or \$20,092 per mile. According to the last report, submitted November, 1854, the estimate for construction and a moderate equipment, is \$6,268,700; the difference arising from the advanced price of iron and unexpected difficulties in construction. The road is also four miles longer than contemplated by the original surveys.

In October, 1854, a mortgage on the road and its equipment was executed for \$4,000,000; but on account of some informality in the bonds, this was subsequently retired. Bonds, not secured by mortgage, have been given, in payment of depot grounds in Hannibal and St. Joseph, for \$17,000.

Thirty per cent. of the capital stock has been called in.

None of the lands, about 600,000 acres, granted by the State, have yet been sold.

The following synoptic statement returned to the State Commissioners, and made up to 30th September last, shows the stock subscriptions forming the capital stock of the Hannibal and St. Joseph railroad company, exclusive of stock delinquent and released, and stock subscribed by counties, but not re-affirmed; also, the amount of State credit applicable to the construction of said road.

	Corporate.	Individual.
Marion county \$100,000, and Hannibal City \$50,000, in bonds.....	\$150,000 00	\$16,800 00
Shelby county		4,000 00
Macon do.		8,400 00
Linn do.		8,300 00
Livingston do.	26,400 00	17,300 00
Caldwell do.		5,900 00
Grundy do.		1,400 00
Daviess do.		3,100 00
De Kalb do.		300 00
Clinton do.		2,500 00
Buchanan do.	100,000 00	29,500 00
Boston and New York..		1,000,000 00

Total of individual subscriptions... \$1,097,500 00

Total of corporate subscriptions... 276,400 00

\$1,373,900 00

Full paid stock.
Daviess county, 10 shares. 1,000 00
J. Duff & Co., 278 do. 27,800 00

Total amount of individual and corporate subscriptions..... \$1,402,700 00
Amount of State credit applicable.. 1,500,000 00

Total resources..... \$2,902,700 00

The net product of the Assets of the Company, set forth as above, is as follows:

Amount received on individual subscriptions.....	\$218,271 80
Leaving still amount due. \$879,228 20	
Amount received on corporate subscriptions...	45,280 00
Leaving still amount due. 231,120 00	
Amount of full paid stock received.....	28,800 00
State bonds on hand, and in the hands of fiscal agency, and estimated at par value	339,000 00
Disc't and commissions on 241 State bonds expended, is, \$3,330 95 net	237,669 05

\$1,110,348 30 \$869,020 85

Recapitulation of above.

Total net receipts stock subscriptions and of State bonds as above.	\$869,020 85
Amount due on stock subscriptions.	1,110,348 20
Discount paid on two hundred and forty-one State bonds.....	3,330 95
State credit yet to receive.....	920,000 00

Total amount of resources as estimated above..... \$2,902,700 00

The total expenditures, to the same date, exclusive of payments made to contractors, have been \$823,310 82, leaving cash and bonds on hand to the amount of \$397,317 74. The additional estimates for work and materials in construction is, \$308,368.

The company's Fiscal Agent has already made purchases of iron amounting in all to 4,733 tons, the cost of which, including freights, is \$343,642,

With the large resources which this company already possess, we have no ground to doubt the completion of their road in a reasonably short period. By the revised contract, the 4 ft. 8 $\frac{1}{2}$ inch gauge has been adopted, which measure, we observe, has since been sanctioned by the present Legislature. With the Great Western of Illinois and its connections, the Hannibal and St. Joseph road will form part of a very direct route, nearly 1,500 miles long, extending from the Atlantic coast to the extreme verge of civilization on the West.

Finances of Savannah.

Statement of the Resources of the City of Savannah on the 31st Oct., 1855.

SHARES.	STOCKS AT PAR VALUE.
2,552 Central Railroad & Banking Company	\$225,200
2,500 South Western Railroad Company	250,000
1,715 Augusta and Waynesboro Railroad Company	251,700
1,058 Montgomery and West Point Railroad Company.....	105,800
2,800 Albany, Savannah, and Gulf Railroad.....	280,000
4 bonds for payment of lot	5,200
	\$1,147,900

CITY DOMAIN.

644 lots in 22 Wards under lease valued at.....	\$489,902 29
36 lots in Springfield plantation	19,234 80
	\$509,146 00
Lots laid off and valued, not under lease.....	69,200 00
APPROXIMATE VALUE OF LAND NOT OFF NOR VALUED.	
20 lots South of Hospital..	18,000 00
20 lots East of do.....	20,000 00
9 acres of land of the old Cantonment reserved for city lots.....	20,000 00
Remainder of Springfield plantation	80,000 00
Site purchased for Water Works.....	22,000 00
	738,347 09

Total value of stock and domain as above..... \$1,886,247 09
Savannah Water Works cost..... 153,256 08

Total resources..... \$2,039,503 16

This statement does not include the public buildings, five lots in possession of the Academy and Union Society under lease, which expires 6th of June, 1862, Wharf lot at the foot of West Broad street forty-six and a half feet vacant, slip on the canal; one-half of Fig Island, and a small encroachment by lot No. 3, Decker Ward; also twenty-five horses and other property purchased for the police.

Ground rents, payable to the city of Savannah. Lots in the wards of the city	\$28,032
Springfield plantation.....	1,347 1
	\$29,379 31

TAXABLE VALUE OF

Fee simple lots and improvements for 1855, on city and fee simple lots assessed for..... \$8,820,870

MASSIE SCHOOL FUND

Amounts to \$14,008 25, invested as follows:	
Preferred Central Railroad stock.....	\$2,100 00
Gas company stock	9,700 00
Bonds of the South Western Railroad Company.....	1,000 00
Uninvested.....	1,208 25
	\$14,008 25

Statement of the Funded Debt of the City of Savannah including all Bonds issued and outstanding 31st Oct., 1855.

Internal improvement bonds for 1839	\$219,000 00
Bonds for South Western railroad	250,000 00
" Springfield plantation	27,840 00
" Purchase of site for Water-Works	22,000 00
" Ogeechee plank road stock	5,000 00
" Savannah Gas Company	5,000 00
" Savannah Waterworks	185,000 00
" Augusta and Waynesboro railroad	200,000 00
" Improvement of Savannah river	21,000 00
" Savannah, Albany, and Gulf railroad	265,500 00
City scrip outstanding probably destroyed	1,327 00
Corporation notes probably destroyed	1,957 50
	\$1,203,624 50
Amount of Mayor's notes running in the Banks of Savannah from 1854	\$26,000 00

Journal of Railroad Law.

(*Russell vs. Livingston*; 19 Barbour, S. C. R., 347.)

This action was brought against the defendants as common carriers, to recover the value of a package of bank bills delivered to the defendants for transportation. The defendants, the firm of Livingston, Wells, & Co., are engaged in the express business. The plaintiffs are in business in Port Gibson, Ontario county. In 1849 they wrote to the cashier of the Amsterdam Bank to send them, in return of certain certificates, \$981 by "Wells & Co's. express," to the care of Mr. Dawley, express agent, East Vienna.

Mr. Dawley was the agent of Livingston, Wells, & Co's., express company in Vienna. The money was duly received by him, and was given by him to the driver of a stage running between Vienna and Port Gibson. It was never delivered to the plaintiffs, but was lost by the driver. The plaintiffs then sued the express company to recover the amount lost. The case was tried before T. R. Strong, Justice. Two questions of interest arose on the trial. *First*, were the defendants common carriers. *Second*, did the delivery to Dawley divest the company of further responsibilities.

T. R. Strong, J. The defendants must be held as common carriers; their business is, and is represented by them to the public to be, to receive, convey, and deliver money, bank bills, and goods of such as choose to employ them, for a compensation; and this brings them within the well settled definition of common carriers. That they are not the owners of the conveyance they employ does not affect the legal character of their business.—They are none the less common carriers, because they make use of the public conveyance of others.

The defendants being common carriers, and having received the package in question without any special agreement, they were responsible as such for its safe delivery, according to their legal obligations. Did the defendants discharge their obligations in reference to the delivery? It appears that the package arrived at Vienna in the evening and was received by Dawley from the messenger on the cars, and placed in the express bag, and the bag was then handed by Dawley to a clerk in the express office with the directions to send the package to the plaintiffs by the driver in the morning,

and that the clerk handed it to the driver accordingly to the directions. The charges of the defendants were not paid; no act was done by the defendants, indicating an intention to commit the charge of the package to Dawley as an agent of the plaintiffs; nothing which put the package beyond their power to retain it for the charges. Indeed the direction to the care of Dawley does not appear to have been at all regarded. The agent of the defendants, as is to be inferred from his conduct, believed it his duty as such agent to forward the package to the plaintiffs, in the mode adopted by him, and in forwarding the package, assumed to act as the agent of the defendants and not of the plaintiffs.

And judgment was rendered for the plaintiffs accordingly for the whole amount claimed.

The defendants appealed from this decision, and on the appeal the judgment was reversed. The Court were, however unanimous that the defendants were common carriers. The judgment was reversed on the ground that Dawley in receiving and forwarding the money, acted as the agent of the plaintiffs, not of the defendants. The opinion of the Court, a portion of which we give, was rendered by

WELLS, J.—When the package was received by Dawley, as the agent of the plaintiffs, and designated by them as such, the duties of the defendants as common carriers had ended. Occupying the double capacity of agent of the plaintiffs for receiving the package, and as general local agent of the defendants at Vienna, in relation to their business as common carriers, Dawley might, in the latter character, have refused to part with it until the defendants' charges were paid. As agent for the defendants, he was neither required nor authorized to commit it to the hands of any one but the plaintiffs or their authorized agent.

Whatever he did, therefore in that direction was necessarily as agent for the plaintiffs. It should be borne in mind that the defendants' business as common carriers was confined to carrying between cities and villages on the railroad. Port Gibson was not on the railroad, and not a place included in any of their routes, and was not the place to which they undertook to carry the package in question. The duty of the defendants was to deliver it to Dawley, and having done that their duty was performed and their liability was at an end. This view derives strength from the fact that the defendants charged freight on the package only from Amsterdam where they received it, to Vienna where they were to deliver it.

Judgment reversed.

In *Hersfield vs. Adams* (19 Barbour S. C. R., 577) it was held the Adams' Express Company was not a common carrier. This was an action against them for the loss of a trunk in the course of transportation between New York and San Francisco. It appeared in evidence that the defendants were not the owners of, nor interested in the vessels and boats in which these trunks were conveyed, and the Court, Morris, J., held that in consequence they were not common carriers.

In *Moore vs. Evans* [14 Barbour's S. C. R., 524] it was held that it made no difference whether the defendants owned the vessels they used or not in determining the question whether they were common carriers. "A common carrier," say the Court, "is one who undertakes for hire or reward

to transport the goods of those who employ him from place to place. It is not controverted that the defendant held himself out to the public as a carrier from Albany to Buffalo; and I think the evidence equally conclusive to show him engaged in transporting property for hire or reward west of Buffalo. It is true he had no interest in any vessel on the lakes, but he was engaged in the business of transportation and interested in the freight, and whether he used his own boats and vessels or employed the vessels of other persons to carry for him, on some part, or even all of the route, can be a matter of no consequence."

In *Teal vs. Sears*, [9 Barbour, S. C. R., 317], the principal question was, whether the defendants were to be regarded as common carriers or as warehouse men and forwarders. In the former case they would have been liable for the goods lost; in the latter case they would only have been liable for actual neglect, of which there was no pretense. It appeared that their general business was that of forwarders; that they did not own the vessel on which the goods were transported, and had no interest in it. They employed, however, and paid the schooner on which the goods were transported. It does not appear clearly from the report of the case, whether they chartered the vessel or only made a contract of affreightment.—The Court held them to be common carriers.

"It is not absolutely necessary," say they, "that the carrier should own, or be interested as owner, in the vessel in which the goods are carried. He may hire, generally or for a specific purpose, and be interested in the freight. I do not think this a case where the defendants contracted, as the agents of the plaintiffs, with the captain or owners of the vessel to carry the goods. It is rather a case in which the defendants assumed the carriage themselves, having the service of the vessel for their specific purpose; paying previous charges for transportation; assuming the freight upon the lakes, giving a bill of lading for the goods, and alone able to collect the freight for their carriage to Chicago, and previous charges."

From these authorities it appears that the question whether a party owns the conveyances by which goods are transported, is no proper test to determine his liability as a common carrier, but that it is rather to be determined by the nature of his contract with the owner of the goods. If he contracts to transport the goods, he is a common carrier. If he contracts to act as the owner's agent in making a contract for the transportation of goods by a third party, he is a forwarder only, and liable only for actual negligence.

The National Debt of Great Britain.

A return, moved for by Mr. Richardo, M. P., and ordered to be printed on the 10th of August, shows that the total amount of the unredeemed public debt on the 31st of March, 1855, was £751,645,818, of which £3,007,775, was in 2½ per cent. stock, paying an annual interest of £75,194; £745,333,404 in 3 per cent. stock, paying an interest of £22,360,002; £2,871,515 in 3½ per cent. stock, paying an interest of £100,503; and £433,124 in 5 per cent. stock, paying an interest of £21,656. On the 5th of January, 1820, the unredeemed debt amounted to £794,980,481, and the annual interest payable thereon to £27,736,448, thus exhibiting a decrease, between 1820 and '55, of £43,334,663 on the capital stock, and £5,179,093 (net) on the annual interest. The gross increase of interest amounted to £21,851,081, against a gross increase of £16,871,985.

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.		
Atlantic & St. Lawrence	149	1,538,100	2,973,700	6,019,929	470,647	6	72		Tennessee and Alabama	30	246,486		679,906	In progr.					
Androscoggin & Kennebec	55	642,343	1,473,080	2,245,020	190,605	10,797	18		Memphis and Charleston	288	2,103,177		3,563,362	176,484	102,016				
Androscoggin	20	91,192	232,193	343,317	29,396	12,807	20		Mobile and Ohio	527	2,300,000	1,310,666	3,666,991	In progr.					
Kennebec & Portland	72	1,211,398	1,607,229	2,818,627	228,747	114,642	20		Miss. Central	188	642,534		628,303	In progr.					
Portl., Saco & Portsmouth	51	1,367,000	1,192,227	2,559,227	259,330	124,088	6		N.O., Jackson, and G. N.	100				In progr.					
Boston, Concord & Montreal	93	1,808,093	1,059,512	2,867,605	233,234	120,834	2		N.O., Opelousas & G.W.	350	1,809,428	476,143	1,825,812	In progr.					
Cheshire	53	2,083,825	946,919	3,030,744	372,592	131,016	none		Vicksburg, Shreveport & Tex.	111	1,117,500		1,077,895	In progr.					
Concord	35	1,485,000	none	1,412,576	329,744	158,632	82		East Tennessee and Ga.	111	1,000,000	1,500,000	2,500,000	In progr.					
Northern, N. H.	82	2,708,400	none	3,016,633	370,529	138,299	2 1/2		East Tennessee and Va.	131	824,825	536,593	1,015,201	In progr.					
Conn't & Passumpsic Riv.	61	1,048,145	787,608	1,780,082	162,687	55,173	none		Nash. and Chattanooga	151	2,319,330	1,497,081	3,843,694	316,090	112,177	none			
Rutland & Burlington	120	2,233,376	2,662,396	5,378,428	394,971	none	none		Covington & Lexington	93				264,973		24			
Vermont Central	117	5,000,000	3,560,236	8,468,366	820,119	214,793	none		Lexington and Frankfort	29	431,091	159,299	636,363	90,930	34,864				
Boston and Lowell	27	1,830,000	800,510	2,630,510	442,491	104,175	6		Lexington and Big Sandy	65	540,117	61,525	570,463	428,057					
Boston and Maine	83	4,076,974	150,000	4,179,535	906,790	421,561	8		Lexington and Danville	65	540,117	61,525	570,463	428,057					
Berkshire	21	600,000	none	600,000	42,000	7	91 1/2		Louisville and Frankfort	65	540,117	61,525	570,463	428,057					
Boston and N.Y. Central	74	2,254,600	1,200,000	3,310,948	102,352	42,335	none		Atlantic & Gt. Western	254	866,939	77,294	613,231	1,589,566	244,014	96,902	6		
Boston and Providence	55	3,160,000	421,700	3,611,821	272,347	100,078	3		Bellefontaine and Ind.	118	1,881,598	1,250,612	2,905,821	238,010	114,592	none			
Boston and Worcester	68	4,500,000	587,553	4,866,370	952,894	342,139	6 1/2		Cleveland and Erie	95									
Connecticut River	52	1,591,110	254,043	1,802,244	277,770	102,942	4 1/2		Clev., Col., and Cincin.	141	4,473,721	374,127	4,846,133	1,162,001	567,906	9	102 1/2		
Eastern, Mass.	60	2,583,400	2,850,325	4,447,459	730,269	346,425	7		Clev., Zanesv., and Cincin.	87									
Essex	20	299,107	469,311	747,008	51,246	none	none		Cleveland and Toledo	200	2,675,425	2,689,301	5,124,629	736,272	396,986	10	89 1/2		
Fitchburg	67	3,540,900	384,592	3,730,965	704,338	272,716	6		Clev. and Mahoning	108									
Fitchburg and Worcester	14	238,140	74,099	333,884	42,647	19,274	6		Clev. and Pittsburg	133	2,636,702	2,516,162	4,818,163	450,215	255,868		61		
Lowell and Lawrence	12	200,000	140,000	338,658	56,135	23,823	6		Cin., Ham'tn & Dayton	60	2,100,000	1,464,364	2,961,978	483,620			65		
Nashua and Lowell	14	600,000	16,000	654,603	191,897	55,877	8		Cin., Wilm't & Zanesv's	131	1,120,450	1,131,266	2,326,459				25		
N. Bedford and Taunton	21	500,000	none	533,953	198,491	56,533	6 1/2		Col., Piqua, and Indian	72									
Newburyport	14	137,260	154,554	287,413	32,677	4,666	none		Columbus and Xenia	64	1,418,350	311,032	1,440,447	340,731	168,949		82		
Old Col'y and Fall River	87	3,016,100	314,834	3,431,464	649,656	142,800	6		Dayton, Xen., & Belpre	63	437,838	422,668	860,496						
Pittsfield & N'th Adams	18	450,000	none	448,677	50,895	25,519	6		Dayton and Michigan	140	1,076,602	393,011	1,185,826						
Vermont and Mass.	77	2,232,540	1,046,626	3,207,867	275,523	66,383	none		Baton and Hamilton	42	448,411	836,994	1,345,673	113,869	53,256		38		
Western, Mass.	155	6,150,000	5,689,520	9,963,258	1,763,944	718,703	7		Little Miami	65	2,903,921	2,572,932	3,048,172	681,562	336,708		26		
Worcester and Nashua	46	1,141,400	218,244	1,359,644	209,118	82,959	2 1/2		Mad River and L. Erie	205	2,451,650	2,572,932	4,446,601				0		
Providence and Worcester	43	1,522,200	351,600	1,873,800	331,932	135,799	10		Ohio Central	138	1,620,927	3,485,076	4,233,443	1,111,626	662,117	9			
Hartford and N. Haven	72	2,350,000	939,000	3,289,000	558,685	119,611	none		Pittsburg, Mansf. & New	187	2,451,700	3,219,000	5,670,700						
Har'td, Prov. and Fitchburg	123	1,845,610	2,090,124	4,069,869	330,792	18,351	none		Sand'y, Mansf. & New	50									
Housatonic	110	2,000,000	474,177	2,474,177	330,792	18,351	4		Scioto & Hocking Valley	127	1,350,000	2,206,357	3,552,357	328,958	104,479	none			
Naugatuck	57	1,081,800	573,995	1,655,795	166,018	335,611	30		Spring Mt. Vernon & P.	135	403,975	508,050	888,858						
N.Y. York and N. Haven	62	2,992,000	2,252,647	4,980,407	1,066,318	217	none		Tol., Wabash & St. Louis	113	1,000,000	950,000							
N. Haven and N. London	50	738,258	785,166	1,523,424	137,600	3,717	none		Cin., Log. and Chicago	242	2,600,000	4,530,000							
N. London, W. & Palmer	66	508,600	1,007,825	1,516,425	304,651	95,456	6		Evansville & Crawfordsv.	255	4,196,679	1,026,125	2,080,433						
Norwich and Worcester	66	1,222,300	796,886	2,019,186	123,147	60,762	none		Ind. and Cincinnati	170	814,000	725,000							
Buffalo, Orem, and N. Y.	100	1,422,766	1,402,244	2,825,010	340,168	254,770	52,000		Indiana Central	85	1,213,723	1,442,859	2,178,461	358,012	193,142	7	67		
Buffalo and N. Y. City	92	798,439	2,557,549	3,355,988	507,618	264,851	10		Ind., Clev. & Pittsburg	66	608,829	1,251,387	1,669,090	321,400	183,224		45		
Buffalo and St. Line	81	1,300,000	1,080,000	2,380,000	120,849	58,589	none		Jeffersonville	83	634,157	1,011,971	1,671,544						
Cayuga & Susquehanna	56	857,000	551,313	1,408,313	603,010	313	31 1/2		Lafayette and Indianapolis	64	1,014,262	694,000	206,544	94,318					
Hudson River	144	3,757,891	893,804	4,651,695	279,520	102,657	25		Madison and Indianapolis	87	1,647,600	1,580,881	3,237,381						
Long Island	86	1,876,148	626,958	2,503,106	2,618,261	279,520	8		New Albany and Salem	238	2,631,121	5,281,848	6,643,189	945,827	371,402	none	14		
New York Central	534	24,200,000	14,200,240	38,400,240	5,918,334	2,830,293	47		Port and Indianapolis	73				150,000	90,000	none	29		
New York and Erie	464	10,026,958	25,123,669	35,150,627	3,439,431	1,552,438	19		Terre Haute and Ind.	73	924,100	456,000	1,485,321	239,992	169,323	10	85 1/2		
New York and Harlem	138	5,716,080	3,527,695	9,243,775	942,394	154,854	none		Chicago and Rock Is'd	182	3,141,500	2,387,155	5,214,152						
Northern, N. Y.	119	1,611,527	4,522,413	6,133,940	848,527	145,783	2 1/2		Chicago and St. Louis	220									
Oswego and Syracuse	37	374,920	219,594	594,514	106,764	53,380	5		Chic., St. Paul & Ft. du Lac	178	2,300,000	1,325,000	3,625,000						
Rensselaer & Saratoga	25	610,000	140,000	750,000	888,182	231,348	76,327		Galea and Chicago	298	4,334,800	1,189,304	5,866,263	1,508,710	942,231	17	120		
Saratoga and Washington	64	899,900	1,053,234	1,899,900	183,959	37,666	none		Illinois Central	707	1,419,440	18,001,426	17,698,099						
Syracuse & Binghamton	71	751,614	1,118,751	1,870,365	1,107,573	152,648	66,407		Peoria and Oquawka	93	569,889	818,544	1,388,342						
Troy and Boston	57	1,370,428	554,768	1,925,196	393,954	152,752	5		Ohio & Miss. (Wst. Div.)	147	1,780,295	3,292,403	4,870,586						
Watertown and Rome	50	1,000,000	1,177,376	2,177,376	124,301	44,825	none		Terre Haute and Alton	173	2,281,420	1,256,000	3,537,424						
Belvidere and Delaware	94	1,500,000	476,884	1,976,884	1,684,486	552,456	12		Detroit and Milwaukee	185	838,000	1,128,964	1,966,969						
Camden and Amboy	60	240,125	1,269,223	1,499,185	69,673	61,760	none		Mich. Central	282	6,021,916	6,142,923	10,300,147	2,215,283	879,656		98 1/2		
Camden and Atlantic	51	323,925	798,596	1,122,521	4,306,338	824,032	440,447	10		Mich. South'n & N. Ind.	475	6,928,900	6,319,224	11,645,208	2,410,000	875,000	10	94	
New Jersey Central	75	2,000,000	1,632,085	3,632,085	378,145	180,796	7		Green Bay, Mil. & Ch.	155	764,075	442,726	1,193,765						
Morris and Essex	62	1,155,715	351,500	1,507,215	1,549,622	233,596	99,377		Milwaukee and Miss.	200	988,665	1,827,584	2,704,584	466,051	307,632		84		
Cumberland Valley	109	2,865,175	1,865,897	4,731,072	In progr.				Milwaukee and Water'n	72	354,861	132,000	514,238						
Del. Lack. & Western	20	600,000	150,000	750,000			10		Milwaukee and Horicon	92			81,000						
Erie and North East	38								Milwaukee & La Crosse	69									
Harriet & Lancaster	28								Racine and Miss.	68									
Little Schuylkill	67								Hannibal & St. Josephs	13	1,138,208	684,204	1,093,336						
Northern Penn.	216	12,104,820	6,965,884	17,158,495	3,499,192	1,977,533	84		North Missouri	130	2,803,692	3,903,174	6,463,726	160,000	In progr.				
Pennsylvania	96	8,219,672	10,244,442	18,464,114	3,781,639	1,140,429</													

Railroad Bonds.

The following quotations are ex-interest.

NAMES OF COMPANIES.	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$338,000	1st mortgage, convertible	7	1st Jan, 1st July	N. Y.	1872	86	
Buffalo and State Line	500,000	Do. convertible	7	April, October	"	1866	93 1/2	96
Bellefontaine and Indiana	600,000	Do. convertible	7	Jan'y, July	"	1866	90	90
Do. do.	200,000	Real estate, convertible	7	Jan'y, July	"	1858	90	92 1/2
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August	"	1859	80	85
Central Ohio	1,250,000	1st mort. conv. east. sec.	7	Divers	"	1861-64	80	85
Do. do.	800,000	2d do. convertible	7	March, Sept.	"	1865	92 1/2	96
Cincinnati, Hamilton, and Dayton	500,000	1st mortgage convertible	7	20 Jan. 20 July	"	1867	80	85
Do. do. do.	468,000	2d do. do.	7	May, Novemb.	"	1880	80	85
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1882	7	Jan'y, July	"	1868	80	85
Cincinnati, Wilmington, and Zanesville	1,800,000	Do. convertible	7	May, Novemb.	"	1862	89	92 1/2
Cleveland, Painesville, and Ashtabula	567,000	Do. convertible	7	Feb'y, August	"	1861	90	92 1/2
Cleveland and Pittsburgh	800,000	Do. convertible	7	Feb'y, August	"	1860	95	10
Do. do.	1,200,000	Do. on Branches	7	March, Sept.	"	1873	90	20
Cleveland and Toledo	525,000	Do. convertible	7	Feb'y, August	"	1863	88	150
Chicago and Mississippi	800,000	Do. conv. till 1857	7	April, October	"	1862-72	80	80
Do. do.	1,200,000	Do. convertible	7	April, October	"	1862-72	74	75 1/2
Covington and Lexington	400,000	Do. do.	6	April, October	"	1862	66	90
Do. do.	1,000,000	2d mortgage, convertible	7	March, Sept.	"	1883	86	90
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, do.	7	April, October	"	1875	94 1/2	96
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Jan'y, July	"	1873	86	86 1/2
Galena and Chicago	2,000,000	Do. convertible	7	Feb'y, August	"	1863	89	90
Do. do.	2,000,000	2d mortgage, do.	7	May, Novemb.	"	1875	86	86 1/2
Great Western (Illinois)	1,000,000	1st mortgage, do.	10	April, October	"	1868	89	90
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	8	10 April, 10 Oct.	"	1863	93	95
Jeffersonville	300,000	Do. 2d sec. conv.	7	April, October	"	1873	87	90
Indiana Central	600,000	Do. convertible	7	May, Novemb.	"	1866	92 1/2	96
Indianapolis and Bellefontaine	450,000	Do. do.	7	Jan'y, July	"	1860-61	90	91 1/2
Indianap. & Cin'ti (for Lawb. & U. M.)	500,000	Do. conv. till 1857	7	March, Sept.	"	1866	92 1/2	95
La Crosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	8	May, Novemb.	"	1874	85	85
Lake Erie, Wabash, and St. Louis	3,400,000	1st mortgage, conv. till 1859	7	Feb'y, August	"	1865	75	80
Little Miami	1,500,000	Do. inconv.	6	2 May, 2 Nov.	"	1883	79	80
Michigan Central	600,000	No mortgage, convertible	8	April, October	Boat.	1860	97 1/2	100
Do. do.	600,000	Do. do.	8	March, Sept.	"	1869	100	102
Milwaukee and Mississippi	800,000	1st mort. 1st sec. conv. till 1857	8	Jan'y, July	N. Y.	1862	97 1/2	100
Do. do.	650,000	Do. 2d do. 1858	8	April, October	"	1863	90	93
Do. do.	1,250,000	Do. 3d do. 1860	8	June, Decemb.	"	1877	86	87
New Albany and Salem	500,000	Do. 1st section	10	April, October	"	1868-62	100	103
Do. do.	2,325,000	Do. oth. sec. conv. till 1868	8	May, Novemb.	"	1864-75	85	85
Northern Cross	1,200,000	1st mortgage, convertible	8	Jan'y, July	"	1873	92	94
Ohio and Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1867	95	95
Ohio and Pennsylvania	1,750,000	Do. do.	7	Jan'y, July	"	1865-66	85	85
Do. do.	2,000,000	Income, convertible	7	April, October	"	1872	85	85
Pennsylvania (Central)	5,000,000	1st mortgage, conv. till 1860	6	Jan'y, July	Phila.	1880	97	98
Scioto and Hocking Valley	300,000	Do. 1st sec. conv.	7	May, Novemb.	N. Y.	1861	85	85
Steubenville and Indiana	1,500,000	Do. convertible	7	Jan'y, July	"	1865	80	80
Terre Haute and Indianapolis	600,000	Do. do.	7	March, Sept.	"	1866	80	80
Terre Haute and Alton	1,000,000	Do. do.	7	Feb'y, August	"	1862-77	80	80
Do. do.	2,000,000	2d do. do.	8	Feb'y, August	"	1870	73	73

The following quotations include the accrued interest.

NAMES OF COMPANIES.	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	2,500,000	Mortgage	6	April, October	Balt.	1885	81	81 1/2
Do. do.	1,128,500	Do. do.	6	Jan'y, July	Balt.	1875	88	88
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1868	7	10 Jan. 10 July	N. Y.	1870	94	96
Erie Railroad	3,000,000	1st mortgage	7	May, Novemb.	"	1867	106	107 1/2
Do. do.	4,000,000	2d mortgage, convertible	7	March, Sept.	"	1859	97	97 1/2
Do. do.	6,000,000	3d mortgage	7	March, Sept.	"	1883	80	80
Do. do.	4,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August	"	1875	86 1/2	87
Do. do.	4,351,000	Convertible, Inscription	7	Feb'y, August	"	1871	78	79
Do. do.	3,500,000	Convertible	7	Jan'y, July	"	1862	80	80
Hudson River	4,000,000	1st mortgage, Inscription	7	Feb'y, August	"	1869-70	99	100
Do. do.	2,000,000	2d do. do.	7	16 June, 16 Dec.	"	1860	88	89
Do. do.	3,000,000	3d do. convertible	7	May, Novemb.	"	1870	66	67
Illinois Central	17,000,000	Mortgage, inconvertible	7	April, October	"	1875	78	78 1/2
Do. (Free Land)	3,000,000	M'ge 345,000 acrs-priv 7 shar's	7	March, Sept.	"	1860	80 1/2	80 1/2
Michigan Southern	1,000,000	1st mortgage, inconvertible	7	May, Novemb.	"	1860	95	95
New York and Harlem	1,800,000	Do. do.	7	May, Novemb.	"	1861-72	82	82 1/2
New York and New Haven	750,000	Do. do.	7	June, Decemb.	"	1856-60	82	82 1/2
New Haven and Hartford	1,000,000	1st mortgage, do.	6	Jan'y, July	"	1873	80 1/2	80 1/2
Northern Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1861	80 1/2	80 1/2
Do. Goshen Branch	1,500,000	Do. do.	7	Feb'y, August	"	1868	80 1/2	81 1/2
New York Central	8,287,000	No mortgage, do.	6	May, Novemb.	"	1883	85	85 1/2
Do. do.	3,000,000	No m'ge conv. from June 57-59	7	15 June, 15 Dec.	"	1864	102 1/2	102 1/2
Panama, 1st issue	900,000	Convertible till 1856	7	Jan'y, July	"	1866	105	106 1/2
Do. 2d do.	1,478,000	Do. till 1858	7	Jan'y, July	"	1866	106	106
Reading, issued 1843	1,573,000	Mortgage, inconvertible	6	Jan'y, July	Phila.	1860	90	93
Do. do. 1844, '48, '49	1,300,000	Do. convertible	6	Jan'y, July	"	1860	90	92 1/2
Do. do. 1849	3,469,000	Do. inconvertible	6	April, October	"	1870	80	81

CITY SECURITIES.	Int't payable.	Off'd p. ct.	Ask'd p. ct.	CITY SECURITIES.	Int't payable.	Off'd p. ct.	Ask'd p. ct.
New York 7 per ct. 1857	Feb'y, May, August	97	98	Milwaukee, 7 per ct. coup.	X	84	85
Do. 5 do. 1858-60	November	98	100	New Orleans, 6 per ct. cp. R.R. X	Do.	77	77
Do. 5 do. 1870-75	November	98	100	Philadelphia, 6 per ct. 1876-98	Jan'y, July	88	88 1/2
Albany, 6 per ct. coup. 1871-81	X Feb'y, August	97 1/2	97 1/2	Pittsburgh, 6 per ct. coup.	X	77 1/2	77 1/2
Allegheny, 6 per ct. coup.	X Jan'y, July	99	100	Quincy, 8 per ct. coup.	1868 X	95	95
Baltimore, 6 per ct. 1879-90	Quarterly	99	100	Racine, 7 per ct. coup.	1873 X	82	82
Boston, 5 per ct. coup.	X April, October	99	100	St. Louis, 6 per ct. coup.-Long X	Divers	79	79
Brooklyn, 6 per ct. coup.-Long X	Jan'y, July	101 1/2	103	Do. Municipal	X	80	80
Clev'Pd, 7 per ct. cp. W.W. 1879 X	Do. do.	101 1/2	103	Sacramento, 10 p. ct. cp. 1862-74 X	Do.	78 1/2	79 1/2
Cincinnati, 6 per ct. coup.	X Divers	89	90	S.F. & Sisco, 7 p. ct. cp. 1865 pay N.Y. X	May, Novemb.	88	88
Chicago, 6 per ct. coup. 1873-77 X	Jan'y, July	86	86 1/2	Do. 10 p. ct. cp. 1871 X	Do. do.	90	93
Detroit, 7 per ct. cp. W.W. 1673-78 X	Feb'y, August	101	102	Do. 10 do. pay N.Y. X	Jan'y, July	105	105
Louisville, 6 per ct. cp. 1880-83 X	Divers	80	80 1/2	Wheeling, 6 per ct. coup.	X	77	80
Memphis, 6 per ct. coup. 1882 X	Jan'y, July	75 1/2	75 1/2	Zanesville, 7 do.	X April, October	97 1/2	97 1/2

Cincinnati Stock Sales,
By HEWSON & HOLMES.

For the week ending December 5th, 1855.

\$3,000 Little Miami, 7 per ct. Bonds, due in 1868	95	(Int.)
5,000 Covington & Lex., 7 per ct. 2d Mort. Bonds	65	
1,500 " " 10 per ct. Income Bonds	62	
9,000 " " 6 per ct. Income Bonds	41	
1,000 Cin. & Chicago, 10 per ct. Real Estate Bonds	36 1/2	
3,000 City of Covington, 6 per ct. B'ds due in 1858-59	50	
2,000 Cin., Ham., & Dayton, 7 per ct. due in 1858-59	68	
700 Ind. & Cin., 7 per ct. Dividend Bonds	86	
590 Little Miami, Div. Scrip.	86	
1,000 Cin. & Chicago, Real Estate 8 per ct. Bonds	32 1/2	
200 Shares Cincinnati & Chicago, 60 days	10	
150 " Ohio & Mississippi	5	
200 " " "	5 1/2	
72 " Little Miami	90	
30 " Indiana Central	45	
44 " Dayton & Western	25	
219 " Covington & Lexington (30 days)	24	
50 " Columbus & Xenia	83	
10 " Cincinnati, Wilmington, & Zanesville	30	
150 " Cincinnati, Hamilton, & Dayton	66	
100 " Cin. Har. & Ind.	7 1/2	
80 " Mad River & Lake Erie	22 1/2	
80 " Ohio Central	20	

By KIRK & CHEEVER.

ROADS.	Per ct.
Indianap. & Cin., 2d Mort. 7 per ct. Bonds	76
Cin., Wil. & Zanes. 2d Mort. 7 per ct. Bonds	66
Covington & Lexington, 2d Mort. 7 per ct. Bonds	65
Ohio & Mississippi, 2d Mort. 7 per ct. Bonds	60
Covington & Lexington, 10 per ct. Income Bonds	63
Little Miami, 6 per ct. Mort. Bonds	69
Indianap. & Cin., 7 per ct. Dividend Bonds	66
Cin., Ham. and Dayton, 7 per ct. Bonds	66
City of Covington, 6 per ct. Bonds, due in 1856	85
STOCKS.	
Cin., Wilm. & Zanesv.	25
Cin., Ham. and Dayton	67
Columbus and Xenia	82
Cincinnati & Chicago	9 1/2
Central Ohio	20
Covington and Lexington	24
Dayton and Western	21
Eaton and Hamilton	108
Fort Wayne and Southern	11
Indiana Central	45
Indianapolis and Cincinnati	67
Little Miami	91
Mad River and Lake Erie	26
Marietta and Cincinnati	19
New Albany and Salem	14
Ohio and Mississippi	5 1/2
Peru and Indianapolis	29
Farmers' Bank of Kentucky	107
Northern Bank of Kentucky	110
Firemen's Insurance Company	95
Cincinnati Insurance Company	90

Extract from the Circular of Robt. Benson & Co., per America.

LONDON, Nov. 23, 1855.

The fluctuations in the price of Consols during the past week have been about 1 1/2 per cent. There has been perhaps rather more demand for investment on the part of the public, than was noticed in our last Circular—at which date we quoted Consols, 88 1/2. After a decline to 87 1/2 on the 19th, they rallied and touched 89 1/2 on the 21st. To-day we quote them at 88 3/4 for money.

There has been a regular and active demand for money at the full bank rates, caused mainly by the arrangements for the payment of instalments on the English and Turkish loans. The payment of the latter falls due to-day, and the money market was in consequence rather tight yesterday. The Directors of the Bank of England made no alteration in the rate of discount, at their Court held yesterday. The specie arrivals during the week have been light, but have supplied the demand, and been taken for export. Contrary winds keep out ships bringing large amounts, now about due from Australia.

There appears to be a rather better tone of feeling, arising in great measure from renewed confidence in the generally sound state of the trade of the country, which dear money and high prices of food do not as yet appear to have in any measure jeopardized; and from a check being put to advancing markets for corn and produce.

In our stock market, generally, there has been no active demand—the purchases of the public being mostly confined to Government Securities and those which are easily realizable. The transactions in American have been very limited. We have not heard of any sales of State Stocks; and there have been few of Railroad Securities. Pennsylvania 2d mortgage sterling bonds have changed hands at 90. New York Central 7 per ct. bonds

at 92. Illinois Central Construction bonds at 70; Freeland's at 78, and the shares at 6 discount.

ROBT. BENSON & CO.

Since the above reached us, we have received, per Baltic, the above firm's Circular of the 30th ult. Consols which had advanced to 89½, are quoted at 89½ to ¼. Money is active. An improved feeling pervades the money market generally. Large arrivals are expected from Australia. The market for American securities is firmer.— State stocks firm, without change. Illinois Central Construction bonds were selling at 73; Freeland's at 74½ to 75. Erie (Sinking Fund) at 82; 3d mort. at 85. Pennsylvania 1st mort. at 87; 2d mortgage Dollar bonds at 75; Michigan Central, do. at 91.

Marie & Kanz' Money Circular for the European Steamer of the 12th inst.

[TRANSLATED EXTRACT.]

New York, Tuesday, Dec. 11, 1855.

The day after our advices of 3d inst., the stock market continued downward. On the 5th, the America, from Liverpool, to the 24th of November, brought news of a rise of ¼ per cent. on consols, and of the *status quo* of the Bank of England. Upon these unhelped for advices the market immediately assumed an upward tendency; and this movement, in spite of some fluctuations caused by the firm rate of exchange, finally prevailed. At the close the tendency is downward.

The specie shipments from New York to Boston have nearly ceased, but the movement toward other points still continues. No new failure among the Eastern Banks has occurred during the week.

Stock transactions for European account are unimportant, but the orders to sell are in excess of those to purchase.

In State Stocks, Indiana and Missouri have given rise to some activity. The former are a little firmer; the latter have declined 2¼ per cent. in consequence of the introduction of a bill before the Legislature to extend the State credits in favor of railroads. Pennsylvania's are 1½ per ct. higher; California's 2 per cent., with limited sales; Virginia's have declined ½ per cent.

MARIE & KANZ, Stock and Exchange Brokers, 27 William-st.

American Railroad Journal.

Saturday, December 15, 1855.

Virginia.

The Legislature of this State now in session are charged with the onerous task of extricating it from financial embarrassment, and of providing means for the completion of a system of public works, upon which large sums have been expended, but which is far from being brought to completion. To most of the railroads in the State, the State is a subscriber of stock, in ratio of three fifths, to two fifths by individuals and municipal bodies. Its credit, therefore, is directly involved in the success of the system it has marked out,—the several roads composing it must be completed, and the roads themselves must be productive to secure the State against loss.

It may be much more important that the roads in progress should be built, than that they should prove productive. The loss, if any is to be sustained, will fall upon the whole body of the people who reap the advantages arising from the construction of their roads. This is a question which the people of the State must decide for themselves, as they do not ask people from abroad to run the risk of the success of its system. The money for its roads is chiefly raised on the sale of

State Bonds, and we apprehend that no contingency can arise in which both the principal and interest of these shall not be promptly and scrupulously provided for. For the principal of such bonds as may be issued the State is not likely to be embarrassed, as a sinking fund in case of every issue is created, which will discharge every bond at its maturity.

Neither is the interest on the present funded debt, amounting to some \$25,000,000, likely to be a burden beyond the ability of the State to bear. Most of her public works are likely to be partially remunerative; others entirely so. What her investments do not supply must be provided by taxation. The chief cause of embarrassment arises from the difficulty of providing the means for the completion of the works in progress. The constitution of the State, it is believed, does not allow the sale of State bonds at prices under *par*. Were it not so, State pride would hardly suffer it to pay more than the legal rate of interest for money. Of course, there is no other way to raise money than by the sale of State securities. These have fallen in the course of two years from 115 to 95, at the present time. A further issue will tend to depress prices below the present rates.

The State, therefore, is in a position in which it cannot well afford to stop, while it is apparently without the power to move forward. What will be done, it is impossible to say. The Legislature now in session has not indicated the course it may take. It is an anomaly that six per cent. bonds of such a State as Virginia should be below *par*. There is no doubt they would soon be worth a premium, should no more be issued. Their low price depends upon the obvious law of supply and demand. The former is in excess. For ourselves we see no other way for the State than to limit the supply. Such a policy would soon restore its credit, however its public works might suffer.

We hear that it is proposed to establish a safety-fund Banking system, in the expectation that the Banks, whose charters are about expiring will become the purchasers of any new issues that may be made. The Banking capital of the State at the present time is, we believe, about \$10,000,000. The advocates of the safety fund system claim that it would create a demand for State bonds to an equal amount. In this calculation they are entirely mistaken. We hope to see no legislation by which the burden resting on one interest shall be attempted to be thrown upon another. Every case should be dealt with upon its own merits.

We shall refer to this matter again, when we see what is to be the action of the Legislature.

Sale of Locomotive Works at Alexandria, Va.

We call attention to the proposed sale of the Locomotive Establishment, formerly of SMITH & PERKINS, at Alexandria, Virginia. There is no better point in the United States for the manufacture of locomotives, both with regard to cheapness of material, and proximity to a market for engines. The accommodations are ample and the terms of payment very favorable.

Anthracite Coal.

The shipments of Anthracite Coal from the Pennsylvania Mines for the year ending December 1st, is estimated at 4,562,000 tons, being an increase of 700,000 tons over the previous year. The aggregate value is about twelve millions of dollars.

New York Central Railroad.

The following Board of Directors was elected, at the annual meeting, on the 12th inst.:—

Erastus Corning, Albany; Dean Richmond, Buffalo; Joseph Field, Rochester; John H. Chedell, Auburn; Horace White, Syracuse; Alonzo C. Paige, Schenectady; Russell Sage, Troy; John L. Schoolcraft, Albany; John V. L. Pruyn, Albany; Nathaniel Thayer, Boston; Schuyler Livingston, New York; Edward G. Faile, New York; John F. Seymour, Utica.

According to the annual report for the year ending 30th September last, an abstract of which is given in the Albany Evening Journal, the entire capital stock of this Company and of the three others whose roads it holds under lease, is \$24,154,860. The funded debt is \$14,462,732. No floating debt. Average rate of interest a little less than 6½ per cent. Assets owned by the Company, besides road, equipment, and supplies, \$1,346,079. Length of main line, 297¾ miles. Total length of road, 555½ miles. Length of double track and sidings, 306¼ miles. Length of branches, 258 miles. Weight of rail, 56 to 75 lbs. per yard. Number of engine houses and shops, 32; of locomotives, 187; of first-class passenger cars, 187; of baggage, mail, and express cars, 62; of 2d class and emigrant cars, 76; and of freight cars, 2,100. The number of bridges is 322; of spans, 1,107. Length of bridging, 36,077 feet.—Number of farm crossings above grade is 61; below grade, 245; level with grade, 1,886. Number of switches, 815, of which 665 have permanent tenders.

There were carried in the cars, during the year, 2,717,477 passengers, traveling in the aggregate 169,052,341 miles; and 670,078 tons of freight.—Total number of miles run by passenger trains, 1,941,521; by freight trains, 1,410,371. Average speed made by the former, including stops, 21¼ miles per hour, or 28 when in motion; by the latter, 11½ miles, including stops, or 15 while in motion. On express and emigrant trains the respective rates of speed per hour, including stops, were 29 and 17½ miles; or when in motion, 35 and 20½ miles. Average weight of passenger trains, 130¾ tons; and of freight trains, 302¾ tons.

Average fare charged for all classes of passengers, 1½ cents per mile; for freight, the first, second, third, and fourth classes are respectively charged 5½, 4¼, 3½, and 2¾ cents per ton per mile.

Of the passengers 201,534 were through and 2,515,948 were way.

Tons.

Of the freight, products of the forest constituted	37,971
Products of animals	131,224
Vegetable food	244,605
Other agricultural products	9,792
Manufactures	60,140
Merchandise	105,312

The cost of maintaining the roadway and real estate was, for passenger transportation, \$483,824.63. For freight, \$352,737.93. The Company is its own insurer against fire.

The increase of receipts thus far, this year, amounts to \$645,246.64! The operating expenses for the year ending Sept. 30, were 52.81-100 per cent. of the gross earnings. Last year they were 52.18-100 per cent.

The Treasurer's balance sheet shows a surplus of \$268,243.01, after deducting expenses, and

charging accrued interest upon bonds, &c., and charging a proportionate part of the coming semi-annual dividend, and making contributions to the Sinking Fund. The Directors of the road have reason to be proud of it, and the stockholders to be satisfied with it.

Missouri.

The bill before the Legislature of this State, of which we gave a synopsis last week, is likely to become a law, having been passed through the House of Assembly over the Governor's Veto. We presume there is no doubt of its passage in the Senate, if it has not already. A two-thirds vote is not required in this State to pass a law against the Governor's Veto,—only a majority of all the members of the House and Senate.

The bill just passed will, probably, cause the roads in progress to be pushed forward to a speedy completion.

Field Book for Civil Engineers, by C. S. Cross.

This work has just been laid on our table by the author. We have carefully examined its pages and cordially recommend it to Engineers, because we have often felt the need of something of the sort, while we have never attempted to prepare such tables for ourselves.

It is a handbook of equal value for the field and office, and is of the most convenient form and size for the pocket that we have ever seen. It treats, 1st, Of the method of staking out Railroad curves, and keeping field notes.

2d. Presents R. R. Curve tables, for expeditiously determining the points at which to commence curving—the angle at the center being known.

3d. Makes an application of the Prismoidal Formula in determining the correct quantities of excavation and embankment of Canals and Railroads from Cross-section Notes.

4th. It presents Excavation and Embankment tables, for expeditiously determining the cubic yards from the mean area.

The portion of greatest value is the table for ascertaining Tangent Points. At this season of the year, we speak with especial feeling. We have had some personal experience that enables us to appreciate to its fullest extent the worth of this little book. Every Engineer who has located a line on the east side of a meridional valley, exposed to a north wind in the winter, knows something of the tediousness of researches among Logarithms or Natural Sines, &c. In common practice, to ascertain a Tangent Point, having found the angle of intersection, four different quantities are to be sought, embracing besides, two arithmetical operations, and at this season divers acts of violence to maintain useful possession of the pencil, best known to those who have pursued science under such difficulties. During this time a party of assistants are remaining idle. Now, by the aid of the tables prepared by Mr. Cross, a single arithmetical operation comprises the sum total of labor necessary to establish your desired point.

Practical field books of this sort are American, because the field practice of our country is somewhat different from that of Europe. They are necessary, because our text books are nearly all compilations of European methods. Some of the very best of these still give us learned expositions of the manner of using Theodolites, an instrument valuable only to the topographer, and one

that no constructing Engineer should have the stupidity to support.

The Transit is now in common use in this country, and is a comparatively cheap instrument.—Such, however, is not the case in Europe. In England, the old mode is still in vogue to a great extent, of laying out curves with the use of Ordinates: we are not sure, indeed, that any other course is not an exception.

Some years since, Mr. Charles P. Manning, an accomplished American Engineer—now the efficient Chief of the Alexandria, Loudoun and Hampshire Railroad,—went to Ireland, and on the Limerick and Waterford Railway, initiated the method so common in this country, of laying out curves with the Transit.

The first instrument of this name was made by Mr. Wm. J. Young, the accomplished Mathematical Instrument Maker, of Philadelphia, for the Baltimore and Ohio Railroad Company, the Engineers of which made the first suggestions modifying the old Theodolite. We have in times past used this instrument, which is much like those made at the present time by the same manufacturer, and is, if we are not mistaken, still in the field.

Since then, Transits have been little improved, but have been changed in the wrong direction.—They are generally much heavier than formerly, containing as much brass and mahogany as one man can well stand under. This great weight is not only useless, but dangerous. Heavy instruments are much more liable than light ones to get out of adjustment on transportation—even in the ordinary field service. They are not a whit steadier in the wind; being generally made with clumsy tripods and large plates, they expose a greater area to the breeze. If the feet of the tripod be firmly planted, the instrument is rarely disturbed by the wind. Besides this, a heavy instrument is much more liable to danger from accident in a rough country.

We shall be pardoned if we have made the notice of a book the occasion of a few observations more comprehensive than at first sight the subject appears to demand. But there are several matters connected with the details of Engineering practice that we have designed mentioning, and have only delayed because we had not the time, and even now for want of space are forced to leave the subject with a mere introduction. We shall not, however, close the remarks, till we have enjoined on the young men of the Engineering profession, the necessity for a most thorough accomplishment in the several branches of their art. The times are calling for this. But we venture to say, that two-thirds of the "smart" Engineers of this country can better discuss creature comforts than the Binomial Theorem. A careful, thorough, mathematical habit of thought is absolutely necessary. The power of analysis must be diligently cultivated. Not because of the physical difficulties in the way of accomplishing any work of art—a physical impossibility cannot exist to prevent the performance of any Engineering scheme that is limited in its demands to this globe. Lack of money is the only obstacle. The problem then for the Engineer, and one requiring great judgment and profound learning to solve, is,—What is the most economical method for the attainment of the proposed end? And in this problem the elements

of economy to be considered, relate not only to money as constituting first cost, but to ultimate value, as represented by the perfect adaptation and durability of the structure, besides many other conditions to be determined by the nature of the work.

A great evil and a great wrong to which the profession is subjected—but a wrong for which we see no chance of remedy—is found in the impositions of Railroad directors. No sooner is the survey of a line begun than a legion of worthless fellows are turned into the corps. They are, to be sure, soon glad to leave a profession whose duties demand hard work of its followers, but they have imported a bad odor, besides standing in the way of others more deserving. We speak advisedly in this matter; nor do we talk enigmas. Every Engineer will understand us, and join us in regretting that his profession is constantly in danger of disgrace from the follies of the ignorant.

We will not pursue this subject farther, though we might do so with profit. We reserve for another day some remarks we had contemplated on the duties due to the body of Civil Engineers, by the older members. As it is, this suggestion may be food for wholesome thought.

Evansville and Crawfordsville Railroad.

The Company owning this road was originally chartered as two distinct organizations—the "Evansville and Illinois," and the "Wabash" Railroad Companies. The charter of the former, granted in January, 1849, gave them, with perpetual existence, the right to build and operate a railroad, with one or more tracks, "from Evansville, in Vandenburg county; thence by way of Princeton, in Wabash county, to the Wabash river, at or near the mouth of Patoka, opposite to Mt. Carmel, Illinois; and thence to intersect the Ohio and Mississippi Railroad, at or near Olney, in the State of Illinois, or as nearly as might be convenient or practicable." Authorized capital stock, \$500,000, with the right of increase if judged necessary, and divided into shares of fifty dollars each. Company might organize on a subscription of one thousand shares. Directory to consist of nine shareholders, with power to fill vacancies caused by death or resignation. Tolls, charges, and rates of dividend left to the Company's option; a proviso stipulating that the annual net profits, after paying all necessary expenses, should not exceed twenty per cent. for ten years taken together.—Right to borrow money on bond and mortgage granted. County Commissioners of the several counties through which the road should run, when authorized at special elections, were empowered to subscribe on their behalf to the road, providing for the payment of same either by an issue of county bonds bearing not over six per cent. interest, or a tax to be assessed *ad valorem* on real and personal property; a sinking fund being also provided by the Commissioners for redemption of the subscriptions. City of Evansville, in like manner might subscribe to capital stock; and any incorporated city or town through which the road should run. Road to be commenced in five, and finished in fifteen years, from date of charter. President and Directors made individually liable for all debts contracted by them in behalf of the Company, beyond the amount of solvent stock subscribed.

An amendment to the above was passed in Jan. 1850, authorizing the extension of the road to

Vincennes, either by way of Patoka or any other route, and repealing that section which required its construction from Princeton to the Illinois State line, at or near Mt. Carmel. A further amendment, passed in February, 1851, authorized the corporation to borrow money at any rate of interest not exceeding seven per cent.

The charter of the Wabash Company, granted in February, 1851, gave them the right to build and maintain a railroad from Vincennes north, through the counties of Sullivan and Vigo, to Terre Haute, and, at the Company's pleasure, north to Crawfordsville, in Montgomery county; and south from Vincennes to connect with the Evansville and Illinois road. Other rights, privileges, and restrictions in the main similar to those of the latter corporation. Money might be borrowed at any rate of interest agreed upon by the several parties.—Right to consolidate with the Evansville company, the new corporation taking such name as its managers might choose. Directory in that case to consist of not more than thirteen shareholders. Road not to be taxed at any higher rate than other property in the State.

On the 18th of November, 1852, the two Companies, in accordance with the above authority, were consolidated into one interest—the united corporations taking the name of the "Evansville and Illinois Railroad Company."

In March, 1853, an amendment was passed, substituting for the above their present name; and confirming certain acts of the company in their consolidation.

The length of this road when completed will be 160 miles. The first and second divisions, extending from Evansville to Vincennes and thence to Terre Haute, are 51 and 58 miles long respectively. Both of these are now in operation. The third division, proceeding from Terre Haute to Crawfordsville, will be 51 miles, and is now in progress of construction. Through its whole length it follows the general route of the Wabash valley, which is well known to be one of the most fertile and productive regions in the West, abounding also in extensive deposits of coal and iron.—Its southern terminus is favorably situated on the Ohio river, and is rapidly becoming a place of considerable magnitude. From this point a road is already in progress, through Kentucky, to Nashville, Tennessee, which will soon be the great railway centre of the South-west. At Vincennes, the road connects with the Western division of the Ohio and Mississippi, already completed from St. Louis to this point. Terre Haute, now also rapidly growing, already affords direct communication with Indianapolis, and by the Terre Haute and Alton road, with Chicago. In a short time it will also connect with the upper regions of the Wabash and the city of Toledo, the most westerly port on Lake Erie.

The company were organized in February, 1849, by the choice of JUDGE SAMUEL HALL as President. The surveys and location of the road to Vincennes were also executed the same year, showing a route very favorable with respect to grades and curves. In the beginning of the following year, twenty-seven miles, extending from Evansville to Princeton, were put under contract for grubbing and grading; and purchases of iron (heavy T rail) shortly afterwards made to lay this section. In March, 1852, the grubbing and grad-

ing were let from Princeton to Columbia; and thence to Vincennes in July following. The first section was completed in January, 1852, and the remainder of the route to Vincennes in the beginning of 1854. In November of the same year, it was so far completed as to permit the passage of daily trains over it to Terre Haute, 109 miles.

At the time of the consolidation, the amount of stock subscription was about \$350,000. This has since been increased to \$883,650. In April, 1852, a mortgage of \$350,000 7 per ct. 10 year convertible bonds, was executed on that portion of the road between Vincennes and Terre Haute. This was followed in September, 1854, by an issue of \$740,000 seven per cent bonds, secured by a second mortgage on the above division of the road, and a first mortgage on the remainder to Terre Haute. These bonds mature in 1869, and with the previous issue, make the company's entire funded debt \$1,090,000, or exactly \$10,000 per mile on that part of the road now in operation. The stock is nearly all owned by parties along the line, and secures to it the most efficient management as well as interest in its success.

According to the recent report of the company, made to the 30th August last, the total cost of road and equipment is \$1,884,551, or \$17,289 per mile, which is represented by—

Stock subscriptions paid.....	\$706,945
Floating debt (less assets).....	229,596
Mortgage debt.....	948,000
Total.....	\$1,884,541

The gross receipts of the road for eleven months ending 1st September, were \$116,890 17; ordinary expenses, \$57,718 02; leaving as net earnings \$59,172 15. Since opening to Princeton, the company's total receipts have been \$216,359 62; and the working expenses, \$109,581 87. On the 4th of July last, the Ohio and Mississippi road was opened from St. Louis to Vincennes, and is now affording the road a largely increased business.—

In view of the very severe drought experienced last year in that section of the West, during great part of which there was literally no agricultural produce to export, the business of the road, though yielding no dividends as yet, is considered perfectly satisfactory, and the stock certain to be remunerative at an early day after the work shall have been put into complete running order.

The track between Evansville and White river, 40 miles, originally laid with a longitudinal sill, on which the iron was laid down, forming a continuous bearing, has been found not to answer the purpose, and is now being gradually replaced by the ordinary cross-tie superstructure. The bridge over White river, 600 feet long, is now completed. Depot and other buildings have been erected at the necessary points, except at Evansville, where the company have not yet been able to have all difficulties adjusted regarding the grounds needed. This is expected to be settled at an early day.

On that division of the road between Terre Haute and Crawfordsville, about \$65,000 have been expended in grading and bridging, on a distance of about 13 miles. This expenditure has been met by local subscriptions. Between Terre Haute and Rockville, 10 miles, the grading can be done for \$1,200 per mile. The Board intend to proceed with the construction of this section as fast as practicable.

The rolling stock at present consist of 11 loco-

motives (two of these ponies), 11 passenger cars, 5 baggage, 51 box, 34 platform, 23 cattle and 26 hand and gravel cars. It is believed that no additional stock will be required for some time.

The present officers are—Wm. D. Griswold, President; and John E. Martin Secretary and Treasurer.

GENERAL ACCOUNT.

Construction of road.....	\$1,377,340 91
Discount, interest and exchanges..	410,657 17
Depots, shops, and water stations..	18,381 52
Rolling stock.....	181,939 30
Transportation expenses.....	109,581 87
Rockville division.....	63,484 95
	\$2,164,365 82

Materials and wood on hand.....	\$14,310 15
Due from stockholders.....	69,802 95
Real estate.....	17,876 15
Bills receivable.....	5,313 78
Vanderburg county bonds.....	57,950 00
Seven per cent. bonds unsold.....	142,000 00
Wabash navigation stock.....	2,750 00
Due from Post Office Department.....	3,781 25
Due from agents and individuals.....	6,392 18
Cash.....	1,408 75
	321,580 91

Transportation receipts.....	\$2,485,975 73
Capital stock.....	883,659 00
Fractional do.....	17,097 55
	900,747 55

7 per ct. b'ds due Jan. 1, 1862.....	\$350,000 00
7 per ct. b'ds due May 1, 1860.....	740,000 00
	1,090,000 00
Bills payable.....	\$188,744 48
Individual accounts...	90,114 07
	278,858 55
	\$2,485,965 73

Georgia Central Railroad.

The Savannah News states that the receipts of cotton in that city, by the Central Railroad, for the year ending on the 30th of Nov., amounted to 390,000 bales, and the gross earnings of the road during the same period was \$1,428,000. Twenty years ago had such a prospect been presented by the friends of the project, it would have been regarded as utterly wild and chimerical. The result speaks alike in confirmation of the wisdom of the projectors, and in commendation of the faithfulness and ability of its directors.

Banking Applications.

The following embraces a list of all the Bank charters to be applied for to the next Legislature of New Jersey.

Mechanics' and Traders Bank, Jersey City, capital.....	\$500,000
Phillipsburg, Warren Co.....	200,000
Bank of Orange.....	300,000
Navesink Bank, at Red Bank.....	100,000
Keyport Bank.....	200,000
Mount Holly Bank.....	100,000
Domestic Bank of Patterson.....	500,000
Newton Bank.....	200,000
City Bank of Trenton.....	500,000
Hackettstown Bank, increase of.....	100,000
Am. Bank, Trenton, ".....	200,000
Manufacturers' and Mechanics' Bank, increase of.....	275,000
	\$3,175,000

Improvement of the Ohio.

A project is now on foot which, for magnificence in design, is only second to the Pacific railroad. We refer to the improvement of the Ohio river by the creation of a slack-water navigation from Cairo to Pittsburg, about 977 miles. The aggregate fall of the river for this distance is about 425 feet, which it is proposed to overcome by a succession of dams built across the river, of such a height as to secure sufficient depth of water for floating the largest steamers at all seasons. Fifty of these dams provided with locks having an average lift of 8½ feet each, would overcome the total descent in the river, which is divided as follows:

	Miles.	Av. fall in ft. in inches.
Pittsburg to Wheeling.....	88	79 10.77
Wheeling to Cincinnati.....	374	188 7
Cincinnati to Louisville.....	156	55 4.2
Louisville to Portland (falls).....	3	25 100
Portland to Evansville.....	169	33 2.85
Evansville to Cairo.....	187	45 2.9

Aggregate.....977 425

The average length in the pools thus created would be—

	Miles.
Between Pittsburg and Wheeling.....	10
" Wheeling and Cincinnati.....	17
" Cincinnati and Louisville.....	25
" Louisville and Portland, (falls).....	1
" Portland and Evansville.....	42
" Evansville and Cairo.....	37

The locks it is proposed to construct double, and to contain at the lowest stage not less than five feet of water. These locks not to be raised more than 16 feet above low water. The dams to be 11 or 12 feet high from their foundations. The whole work is estimated to cost from seven to ten million dollars—about half the cost of an ordinary canal, or one-third that of a railroad. With the immense tonnage at present carried on the Ohio, and the indefinite increase which it is capable of receiving, the projectors of this work look forward with confidence to its becoming one of the best-paying undertakings of the age.

Lake Erie, Wabash, and St. Louis Railroad.

At the annual election of this company, the following Directors were elected: Azariah Brody, E. C. Litchfield, Jas. B. Varnum, E. Whitehouse, and J. F. A. Sanford, New York; Harmon Pumpelly, and Lyman Chapin, Albany; E. B. Holmes, Brockport; J. C. Colton, Lockport; Albert H. Tracy, Buffalo; Allen Hamilton, Fort Wayne; James Spears, Lafayette; Russell Sage, Troy. At a subsequent meeting of the Board, the Hon. Azariah Brody was elected President, and Lucien Titon Vice President, and other officers as last year.

Opening of the Grand Trunk Railway to St. Thomas.

On Monday last, the Hon. H. Killaly, accompanied by Mr. A. M. Ross, Chief Engineer, and Mr. S. P. Bidder, General Manager, left the station at Longuett, at 8½ A. M., by special train, and after stopping at the stations and bridges below Richmond, to permit the Hon. Commissioner of Public Works to inspect the solidity and efficiency of these structures, reached St. Thomas, on the Trois Pistoles section, at 4½ P. M. This is the first time that the journey between Montreal and St. Thomas has ever been made in 8 hours, and it must inaugurate a new era in the annals of locomotion in this Province. We understand that Mr. Killaly expressed himself fully satisfied with the completeness of both the Quebec and Richmond and Trois Pistoles sections. We are informed the section from St. Thomas will be opened on the 3d Decem-

ber, at such low fares as cannot fail to satisfy the most economical.—*Quebec Chronicle.*

Railroad Earnings.**GALENA AND CHICAGO RAILROAD.**

The earnings of this road for November, as compared with the same month last year, were—

	1855.	1854.	Inc.
Freight.....	\$150,294	\$85,946	\$64,348
Passengers.....	82,328	59,411	22,916
Mails, &c.....	2,962	1,137	1,825
Total.....	\$285,586	\$146,495	\$89,090

The gross earnings, 7 months, to Dec. 1, have been.....\$1,647,879

Surplus do., May 1, 1855.....315,764

Total.....\$1,963,633

Operating expenses, 6 months, \$460,506

say.....100,000

Five per cent. dividend, paid, Aug. 1.....223,360

Interest on debt.....128,318

912,247

Surplus, Dec. 1, 1855.....\$1,051,386

CHICAGO AND ROCK ISLAND RAILROAD.

The business of the Chicago and Rock Island road in Nov. was:

Passengers.....	\$66,302 76
Freight.....	62,220 00
Mails, &c.....	1,800 00

Total.....\$130,322 86

Nov., 1854.....144,349 00

Decrease.....\$14,026 14

The business for the last five months has been \$652,307, against \$614,590 for the same period last year, giving an increase of \$37,717. The Rock Island Bridge is nearly completed. The connection with Iowa thus afforded will greatly increase the company's receipts.

PENNSYLVANIA RAILROAD.

The following shows the receipts of the Pennsylvania railroad company for the month of November and for the year, compared with the receipts for the corresponding time last year:

Receipts for the month ending Nov.

30.....\$410,850 78

Same period last year.....277,457 13

Increase.....\$133,393 65

Receipts from January 1, 1855, to Dec.

1, 1855.....\$3,880,775 00

Same period last year.....3,336,187 10

Increase.....\$544,587 90

NORWICH AND WORCESTER RAILROAD.

The receipts of the Norwich and Worcester road for Nov. were:

	1854.	1855.
Through travel.....	\$1,037	\$1,636
Local do.....	8,394	7,824
Freight.....	15,243	13,864
Mails, &c.....	2,076	1,730

\$26,802 \$25,056

Decrease.....\$1,746

MICHIGAN CENTRAL RAILROAD.

The earnings of the Michigan Central Railroad for the month of November, 1854, and 1855, were as follows:

	1854.	1855.
Passengers.....	\$111,205	138,040
Freight.....	115,352	159,160
Miscellaneous.....	6,287	7,894

Total.....\$232,845 \$305,095

232,845

Increase.....\$72,250

CHICAGO AND BURLINGTON RAILROAD.

The receipts for Nov. were—

Freights.....	\$101,318 25
Passengers.....	50,508 12
Mails.....	1,620 00

Total.....\$153,441 37

STONINGTON RAILROAD.

The receipts of the Stonington railroad in Nov. were:

	1855.	1854.
Passengers.....	\$11,790	\$18,282
Freight.....	7,734	8,895

\$19,524 \$22,178

Decrease in 1855.....\$2,653

The receipts for the year thus far have been \$281,108, against \$294,105 for the corresponding period in 1854, showing a decrease of \$12,997.

GREAT WESTERN (CA.) RAILROAD.

The business of this road for the month of Nov. was—

Passengers.....	\$50,950 56
Freight.....	73,944 20
Miscellaneous.....	7,847 15

\$259,317 96

Corresponding month last year.....155,009 65

Increase.....\$104,308 31

Cincinnati, Wilmington, and Zanesville Railroad.

The Cincinnati, Wilmington and Zanesville railroad was opened through its whole extent on the 15th ult. It is located in one of the best portions of Ohio, and the trains running on it connect with the mail trains on the Central Ohio Railroad. The latter connects at Wheeling with the Baltimore and Ohio and Hempfield roads.

A Railway Club in England—Safety of Railway Traveling.

By our last English files we were pleased to observe the formation of a Railway Club. An inauguration meeting had taken place, and Mr. Watkin, General Manager of the Manchester, Sheffield, and Lincolnshire Railway, was appointed the President. In the course of his address he remarked, that from calculations he had made, a man must make between ten and eleven thousand journeys of fifteen miles, traveling between 150,000,000 and 160,000,000 miles, and that would take, he had calculated, between 2,000 and 3,000 years before a fatal accident might be expected to happen to him; and he had no doubt, as he had heard it before expressed, that the safest position a man could place himself in, in this world of casualty and danger, would be in the first-class carriage of an express train.

The number of men employed on English Railways now amount to upwards of 100,000—or about 14 men to every mile. The Club already numbers among its members all the leading Railway men of England.

Central Ohio Railroad.

The financial condition of the Central Ohio Railroad is thus stated in round numbers by the Ohio State Journal:

Cost of the road.....	\$6,200,000
Stock paid in.....	1,600,000
First mortgage bonds.....	1,000,000
Second ".....	1,000,000
Third ".....	1,000,000
Floating debt, say.....	1,000,000

It is proposed to fund the floating debt, not otherwise secured, by converting it into preferred stock, bearing 7 per cent. interest, payable semi-annually. The amount will be about \$1,800,000 of income bonds. The citizens of Baltimore propose taking the difference between those two amounts, viz: \$200,000 at par, advancing the same at once

to put the road in good order, with the requisite rolling machinery to do the business. A committee of creditors in Zanesville, where a large majority of this floating debt is held, is acting in concert with a committee of the Board, and the Eastern creditors generally approve the movement.

An Underground Alliance.—A Tunnel to Connect England and France.

When Mr. Isambert Brunel projected the Thames Tunnel, people first scoffed at the feasibility of the undertaking, and then, when the great engineer demonstrated its practicability by achieving his plan, they took to wondering of what earthly use this great expensive underground gallery could possibly be.

For a long time, we confess, we were rather skeptical of the practical benefit to be derived from Mr. Brunel's splendid whim. We knew that certain people sold cakes and candy by gaslight in the Thames Tunnel to wondering country people, who paid their shillings to walk through that great damp, mouldy gallery; but there it seems as if the commercial uses of the Tunnel ended. Now we know better. The successful accomplishment of the Thames Tunnel has directed the scientific mind in that line, and the result has been that we are in five years from this time to have a tunnel beneath the English Channel, running from Boulogne to Dover.

Mr. Favre, a distinguished French engineer, accompanied by several hydrographers and engineers, has lately been employed in surveying the neighboring coasts and taking soundings with the view of immediately carrying out this magnificent project. Mr. Favre's report is bold and self-assured.

The Tunnel will be about eighteen and a-half miles in length, to which must be added about a mile and a-half that will run under the shore on each side in order to give the necessary gradual ascent from the tunnel to the surface of the earth.

The distance between the top of the arch of the tunnel and its inside wall will never be less than 27 1-3rd yards, so that all danger of the ocean breaking through will be avoided by this enormous thickness of what may be called the wall of the tunnel. This tunnel will be lined with a double arch, the first of granite and of impermeable cement, the second of thin iron plates pierced like a culender with small holes, so that the slightest leakage will be instantly discovered.

Through this tunnel it is intended that an atmospheric railroad shall be established, thereby avoiding the smoke consequent on the use of the ordinary locomotive, by which the transit from end to end will be performed in twenty-five minutes, and all the terrible sea-sickness, so awful to the continent-seeking cockney, entirely avoided.

The natural objection that arises to the practicability of this stupendous work is the difficulty of getting rid of the earth and stone quarried out of the bowels of the subterranean chamber. In the ordinary course of engineering, every barrow-load of earth would have to be brought to one of the mouths of the tunnel, which operation would consume so much time and labor, as to add enormously to the expenses. This difficulty Mr. Favre proposes to surmount by sinking along the course of the tunnel, what he calls "Maritime Wells," which will divide this subterranean gallery into sections of about eleven thousand yards each in length. By these wells all the encumbering earth will be thrown into the sea, forming islands about the wells themselves, and so strengthening them. These wells will serve the purpose of ventilating the tunnel. The cost of the whole is estimated in round numbers at 100,000,000f., or \$20,000,000, and the cost of each yard will be 2,695f., or \$539.

The soundings that have been made in the English Channel, show that the soil is very favorable to such an undertaking. At a certain depth free-stone has been found, so that the vault of the tunnel will be formed of a stone impermeable to water, and capable of sustaining in a thickness of 27 yards, an enormous weight.

The estimates of the produce of this Submarine Railway are based on the supposition that 200,000 passengers now travel backwards and forwards between France and England at the present day. Of course this number would be increased by the facilities offered by the Submarine Railway. France now consumes 80,000,000 of metrical quintals of pit coal, 8,000,000 of which is furnished by England, the remainder by Belgium and Prussia.

As the superior facility for transport would enable England to supply much of this coal now brought from those countries, the company calculate that their transport of coal will amount at least to 10,000,000 of tons, which will yield a profit for transport of 10,000,000 francs yearly for this branch of commerce alone. Besides the 3,000 ships that now annually enter the harbors of Calais, Boulogne and Dunkirk, with a tonnage of 40,000 tons, will of course, yield a great portion of their traffic to this railway, which will be safe, expeditious and comparatively inexpensive.

These are the principal details of a scheme which if carried out, will certainly connect the reign of Napoleon III. with one of the most stupendous scientific enterprises the world ever saw. With a tunnel across the British Channel, and a telegraph across the Atlantic, what man will be found to say to the tide of human progress, "Thus far, but no further shalt thou go!"

National Convention of Railroad Engineers.

This body, composed of delegates from 53 railroads, met at Baltimore on the 6th of Nov. last. Its objects were expressed to be, the protection of travelers, engineers and stockholders, from the injurious effects of the employment of persons of inferior qualifications to run locomotives. The Convention passed resolutions in favor of a high standard of character and competency in engineers—in favor of legislative provision for Commissioners, to be practical locomotive engineers in all cases, to examine applicants for engines, who shall in no case be permitted to run a machine without their certificate of competency—in favor of the establishment of reading rooms and libraries for engineers' use upon all roads—and in favor of the organization by themselves of a National Protective Association.

This Association was formed. Its preamble recites, that "many persons unqualified for the very responsible post of locomotive engineers have attained to that position, to the great detriment of all others engaged in the business, as well as to that of the interest of the corporations who employ them, and also to the safety of the traveling public," and its constitution contains among other things, the following excellent provisions:

ARTICLE V.

Sec. 1. No man shall be considered competent to run an engine, unless he can superintend and do the ordinary repairs of his engine.

Sec. 2. No locomotive engineer shall become a member of this association unless he is a sober man and in good standing in society.

Sec. 3. No candidate for the post of engineer shall hereafter receive a certificate as such from any subordinate association who cannot read and write with facility the English language. This section shall have no reference to those engineers already employed.

A resolution was adopted requesting the Superintendents and Master Mechanics of the American Roads to give preference to those bearing a certificate emanating from the Engineers' Association, which gives a pledge to recommend only such as are worthy and well qualified.

The officers of the Association elected were:

Benj. Hoxie, President, Port Jervis, N. Y. and Erie Railroad.

J. R. Smith, Vice President, 471 West Lombard street, Baltimore, B. and O. Railroad.

Wm. D. Robinson, Sec'y, Rochester, N. Y. C. Railroad.

Christian Smith, Cor. Sec'y, Harper's Ferry, Va., B. and O. Railroad.

Henry Brown, Treasurer, New Haven, Ct., N. H. and S. Railroad.

Commerce and Navigation of the United States.

SECRETARY OF THE TREASURY'S REPORT.

We have received from Washington the tables of Commerce and Navigation which accompany the Annual Report of the Secretary of the Treasury, some of the Statistics of which have already been published. The following table is taken from the report:

Statement showing the number and class of Vessels built and the Tonnage thereof, in each State and Territory of the United States for the year ending 30th June, 1855.

Class of Vessels.

States and Territor- ies.	Ships and Barks.					Total No. of vessels.	Total Tonnage.
	Brigs.	Schooners.	Sloops & Canal Boats.	Steamers.	Tons.		
Maine.....	213	167	68	2	6	396	215,904
N. H'ps hire	8	2	1	..	..	11	8,928
Vermont....	..	..	..	..	..	..	..
Mass.....	70	3	59	3	9	144	79,669
R. Island...	9	..	11	3	..	223	7,861
Conn.....	5	..	34	17	5	61	14,067
N. York....	45	7	98	356	48	554	115,231
N. Jersey..	..	..	45	35	4	84	10,960
Penn.....	10	1	21	148	74	255	44,415
Delaware..	1	..	30	4	2	37	5,477
Maryland..	14	5	96	3	4	122	22,524
D. Colum...	..	..	1	28	..	29	1,668
Virginia... 3	1	20	13	2	39	4,603	4,603
N. Carolina..	..	22	4	3	29	2,593	2,593
S. Carolina..	..	1	..	..	1	61	61
Georgia....	..	..	..	2	2	194	194
Florida....	..	3	..	..	3	274	274
Alabama...	..	8	3	..	11	728	728
Mississippi..	..	2	3	1	6	369	369
Louisiana..	..	9	2	3	13	872	872
Tenn.....	..	..	..	3	3	427	427
Missouri...	..	..	18	7	25	5,084	5,084
Kentucky...	..	..	..	27	27	9,401	9,401
Illinois....	..	7	5	3	15	1,903	1,903
Wisconsin..	..	9	..	..	9	1,451	1,451
Ohio.....	4	26	13	22	64	17,751	17,751
Indiana....	..	..	..	2	2	737	737
Michigan...	..	13	2	12	27	7,543	7,543
Texas.....	..	3	..	1	4	323	323
California..	..	18	7	4	29	217	217
Oregon....	..	..	..	..	..	..	..
Total.....	331	126	605	669	243	2024	583,450

Cairo and Fulton Railroad.

The Cairo City Times is informed by the Hon. Edward Cross, one of the Executive Committee of the Arkansas division of the Cairo and Fulton R. R., and Col. Johnson, President of the Missouri division, that the two divisions have been consolidated under one management, an arrangement which will insure that concert and harmony of action between the two States, which is so necessary to the complete success of the work. The Times further states, "that the lands belonging to the Missouri division of the road, the title to which has been confirmed to the State and to the Company, will soon—probably within thirty days—be selected, and the company will be ready to use them for the purpose of building the road. Some of these lands have been claimed by the State as swamp lands, but the counties along the line of the road more than make up the deficiency by contributions of their swamp lands. The company have so far progressed in their operations, that they expect to be able to put part of the road under contract early in January, and to commence work soon after. They will of course commence at this point, and work downward, as they must receive

their materials and supplies from this end of the road.

On the Arkansas division, all the lands within the six mile limit have been selected, and the selection of the others is rapidly progressing. The people are taking hold of the work, and counties along the line of the road have donated their internal improvement funds to aid in its construction. On this division they expect to commence work at the point where the road strikes White river, some time in March. Although the Company did not accept the act of the Legislature donating lands, it already has the legal title to them under a former act. Even were this not so, the lands could not be used for any other road, and must of necessity enure to the benefit of the Cairo and Fulton. If there are any doubts on this subject, the next Legislature will clear them up."

Northern Central Railroad.

We are gratified to be able to state that a contract for the completion of the Northern Central Railroad from Canton, the tide water terminus of the road in the harbor of Baltimore, to Sunbury, in Pennsylvania, was duly executed at the office of the Company yesterday, with Messrs. George Lauman and others. The work contemplated to be done is the laying of the track from Bolton depot along the line of Jones' Falls to Calvert station, and from the junction near Bolton to Canton. After these are completed, the present track on North street will be removed. It is contemplated to commence at once the line between Millersburg, (the present terminus of the Lykens Valley Railroad,) and the point of junction with the Northern Central, so as to be ready for the transportation of coal from the Pine Grove and Lykens Valley regions by the 1st of July next. The Company have reserved the right, it considered expedient, to postpone the completion of the sections of the road between Millersburg and Sunbury for a period of three years. The contract stipulates for the payment of the work in the bonds of the Company, and the terms are considered very satisfactory.—*Balt. American.*

ENGINEERING.

THE undersigned is prepared to furnish Specifications, Estimates and Plans, in general or detail, of Steamships, Steam boats, Propellers, High and Low Pressure Engines, Boilers, Mill Work, etc., etc. Particular attention given to the procuring and superintending of Locomotives, Tenders, Cars, and Railway Machinery of every description.

General Agent Ashcroft's Steam Gauge, Allen & Noyes' Metallic Self-adjusting Conical Packing, Dudgeon's Hydraulic Jack, Sewall's Salinometers, etc., etc., etc.

Acts as Agent for the purchase or sale of, and has always on hand, Steamers, Locomotives, Engines, Boilers, Machinery, etc.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.

1y17

ENGINEER'S FIELD BOOK

By C. S. Cross, Civil Engineer.

THIS work is designed as a pocket companion, and embraces all the necessary tables for prosecuting railroad surveys, in the most compact form.

It is subdivided as follows:

- 1st. The method of staking out railroad curves and keeping field notes.
- 2d. Railroad curve tables for expeditiously determining the points at which commences the curving.
- 3d. Application of the Prismoidal formula in determining the quantities of excavation and embankment of canals and railroads from transverse sections.
- 4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

It is a plain, clear and most valuable book for practical Railroad Engineers.

For sale at this office. Price \$1.

RAILROAD CARS.

For Sale.

FOUR CARS, for 4 ft. 8½ in. track, will seat 52 passengers each, and will be sold low for cash.

BRIDGES & BROTHER,
64 Courtlandt st.

Railroad Instruments.

THEODOLITES, TRANSIT COMPASSES AND LEVELS on a new principle, with Fraunhofer's Munich Glasses, Surveyors' Compasses, Barometers, Chains, Drawing Instruments, etc., all of the best quality and workmanship, for sale at unusually low prices by

New York, Dec. 1, 1861.

E. & G. W. BLUNT,
No. 179 Water street.

CINCINNATI STOCK EXCHANGE

KIRK & CHEEVER,

Stock Brokers and Railroad Agents,

NO. 83 WEST THIRD STREET,

CINCINNATI, OHIO.

Railroads Stocks, Bonds, &c., bought and sold on commission. Regular sales at public auction at the MERCHANTS' EXCHANGE.

By S. J. McCORMICK, Auctioneer.

AUCTION SALE,

OF AN
Extensive Manufacturing Establishment.

ON TUESDAY, the 15th day of January, 1862, at 10, A. M., on the premises, at the foot of Wolfe-st., in the city of Alexandria, Virginia, will be sold the valuable MANUFACTURING ESTABLISHMENT, owned by the Virginia Locomotive and Car Manufacturing Company, (formerly Smith & Perkins).

The REAL ESTATE comprises a LOT OF GROUND and WHARVES fronting on the River Potomac, and bounded as follows: Commencing at a point on Wolfe-st. 108 feet east of Union-st., the line runs south, binding on a 20 feet alley, 176 feet 7 inches; thence east to the channel of the River Potomac; thence north 176 feet 7 inches; thence west binding on Wolfe-st., to the beginning, and contains about 48,350 square feet of ground, exclusive of water front. There is sufficient depth of water to float the largest class of vessels. This property is connected by a switch with the Orange and Alexandria Railroad, and is improved by the following BUILDINGS, all built of brick, and with a view to security against fire: 1st Machine shop; which has a ground floor 131 by 102 feet, second story 131 by 32 feet, third story 81 by 32 feet; 2d Blacksmith shop 74 by 35 feet; 3d Boiler shop 166 feet by 40 feet, and 4th Car Building shop 117 by 40 feet. The TOOLS comprise a complete assortment of modern Machinery suitable for manufacturing Locomotive, Marine, and Stationary Engines, and all classes of Iron Machinery, and also Passenger and Freight Cars and Railroad work of all kinds. The Machinery is sufficient to work about 300 men to advantage, and there is ample Shop room to work 500 men, if required. The FOUNDRY PROPERTY consists of the entire square of ground, bounded by Wilkes, Pitt, Gibson, and St. Asaph-sts., (with the exception of a lot 22 by 118 feet deep,) and contains (exclusive of the lot 22 by 118 feet,) about 84,600 square ft. of ground. A ground rent of \$22 per annum on the above lot, 22 by 118 feet, will be included in the sale. This property fronts immediately on the Orange and Alexandria Railroad, and is improved by a substantial brick fire-proof FOUNDRY, 100 by 60 feet, with all the requisite Cupolas, Cranes, Ovens, Flasks, Sheds, &c., for a first-class Foundry business. The entire property above-named, both real and personal, will be sold together, and presents a favorable opportunity for parties having sufficient capital to engage in a profitable business in a desirable location.

TERMS OF SALE.—\$12,000 in cash, \$9,037.59 to be paid on the 1st Feb'y, 1861, with interest payable semi-annually; \$32,448.46, to be paid on the 1st of May, 1864, with interest payable quarterly, and the residue in 1, 2 and 3 years, with interest payable semi-annually. The deferred payments to be made on the 1st of February, 1861, and the 1st of May, 1864, to be secured by deed of trust on real and personal estate described above, and the other payments specified above, to be secured by deed of trust on the same property and negotiable notes with approved endorsers.

Immediately after the above sale, will be sold the entire stock of materials on hand, comprising Lumber, Coal, Pig Iron, Scrap Iron, Bar and Boiler Iron, &c., &c.

TERMS.—All sums under \$100, cash, over \$100, four months with approved endorsement.

Parties desiring to examine the property, or wishing further information, will please apply to

RICHARDS C. SMITH,

Alexandria, Va.

London Agency for Sale of Bonds, &c.

MESSRS. LANCHE & CO. are making more generally known in England, the great advantages of American Securities for investment.

During the present year Messrs. Lanche & Co. have disposed of a large amount of American and Canadian Railway Bonds, and are fast extending their connection; they will be happy to correspond with parties having good Amer. Securities for sale.

Messrs. LANCHE & CO. have had experience in the purchase and shipment of iron, and offer their co-operation to those about to negotiate for the disposal of bonds and the purchase of rails. P.S.—Presidents of railway companies are requested to favor Messrs. L. & Co. with Exhibits or Reports of their companies as published.

LONDON, Oct. 1865.

10 Regent st., WATERLOO PLACE.

6m46

TORONTO & OSWEGO

STEAMBOAT LINE.

Alteration of Hours.

THE trains on the OSWEGO & SYRACUSE RAILROAD having changed their hours of departure, in connection with the Railroads to New York, these steamers will, in future leave Toronto as follows:

"CHAMPION" Sunday, Tuesday, and Thursday, at 5 P. M. punctually.

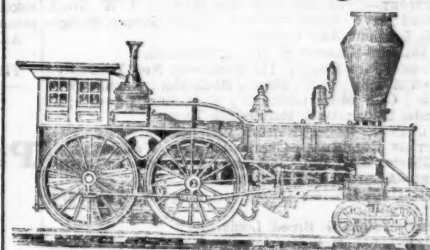
"MAYFLOWER" Monday, Wednesday, and Friday, at 5 P. M. punctually.

Passengers by these boats may depend on making connection with the Train arriving in New York on the ensuing evening, thus making the most agreeable and expeditious route to that city, and avoiding all night travel on railroads.

TORONTO, Sept. 21st, 1865.

41tr

Locomotive Engines.



TAUNTON LOCOMOTIVE Manufacturing Company, at TAUNTON, MASS.

Manufacture Locomotive Engines, with inside or outside connections, of best materials and workmanship, and of the most approved patterns.

They also manufacture LOCOMOTIVES adapted to burn Bituminous and Anthracite coal.

WM. A. CROCKER, Treasurer,

W. W. FAIRBANKS, Sup't.

Taunton, Mass.

Offices—In BOSTON—No. 28 India street.
In NEW YORK—No. 32 Cliff street.

REFERS TO H. H. GOODMAN & CO., No. 7 Wall st., AND RAILROADS GENERALLY.

CINCINNATI.

HEWSON & HOLMES,

AUCTIONEERS AND STOCK BROKERS,

Have regular sales of Stocks, Bonds, and other Securities,

EVERY

WEDNESDAY AND SATURDAY,

At 1 o'clock at the Merchant's Exchange,

AND IF REQUIRED,

SPECIAL SALES

ON MONDAY, TUESDAY, THURSDAY, AND FRIDAY.

OFFICES—No. 83 and 85 Walnut street,
Where they offer at private sale

A GREAT VARIETY OF State, County, City and Railroad BONDS and STOCKS,

NEGOTIATE

LOANS, NOTES, BILLS OF EXCHANGE,

AND COLLECT

DIVIDENDS, LEGACIES, DEBTS, &c.

REFERENCE—Ohio Life Insurance & Trust Company Bank.

Dividend Notice.

OFFICE RICHMOND AND PETERSBURG RAILROAD CO. Richmond, Va., December 1st, 1865.

THE Board of Directors have this day declared a Dividend of 2½ per cent. on the Capital Stock of the Company for 6 months payable to the Stockholders or their legal representatives on and after the 31st, inst.

350

JOHN WILLIAMS, Treasurer.

NEW ENGLAND Mutual Life Insurance Co.,

BOSTON, MASS.—Chartered April, 1835.

Branch Office—110 Broadway, New York.

JOHN HOPPER, Attorney and Counselor, Agent.

CAPITAL \$750,000,

After paying a five years' dividend to all insured, (in cash, not in scrip), of 30 per cent, amounting to

\$141,000.

The entire surplus profits are divided among all the members every five years, thus avoiding the unnecessary and uncertain tendency of large accumulations of unpaid dividends, erroneously called capital, and also affording a certain and good rate of interest upon the outlay of premiums.

\$100,000

is deposited with the Comptroller of the State of New York, to meet the requirements of the law, to secure policy holders in this State.

This is the oldest American Mutual Life Insurance Company and one of the most successful.

Insurance may be effected for the benefit of a married woman beyond the reach of her husband's creditors. Creditors may insure the lives of debtors.

DIRECTORS.—WILLARD PHILLIPS, Charles P. Curtis, Thos. A. Dexter, Sewell Tappan, A. W. Thaxter, Jr., Charles Hubbard, Marshall P. Wilder, William B. Reynolds, Caleb Reed, B. F. STEVENS, Secretary.

Messrs. W. W. Stone, (Lawrence, Stone & Co.), Wm. G. Lambert, (A. & A. Lawrence & Co.), Henry L. Pearson, Hon. A. Oakley Hall, District Attorney, of New York City, are referred to relative to the character and standing of this institution.

AGENTS:

MAINE—N. F. Deering, Portland.
NEW HAMPSHIRE—John S. Harvey, Portsmouth.
VERMONT—T. W. Bruce, Middlebury.
MASSACHUSETTS—Hartley Williams, Worcester; W. H. Taylor, New Bedford; S. W. Stickney, Lowell; L. Thordike, Salem; H. S. Noyes, Springfield; J. B. Swan, Nantucket.
CONNECTICUT—Olin Robinson, New Haven; J. W. Goodwin, Hartford; H. P. Eaton, Norwich; Nath'l Greene, Bridgeport; J. C. Learned, New London.
RHODE ISLAND—Charles H. Mason, Providence.
NEW YORK—John Hopper, 110 Broadway, New York City; H. N. Dowd, Albany; J. W. Bissell, Rochester; Leonard Wilson, Buffalo; C. S. Moss, Lockport; B. B. Burt, Oswego; J. H. Edmonds, Utica; D. E. Battershall, Troy.
PENNSYLVANIA—Robert Ralston, Philadelphia.
DISTRICT OF COLUMBIA—Charles Fletcher, Washington.
OHIO—Charles Bradburn, Cleveland; B. Urner, Cincinnati.
MISSOURI—Alonso Cutler, St. Louis.
ILLINOIS—C. N. Holden, Chicago; George W. Woodward, Galena.
KENTUCKY—James G. Breed, Louisville.
SOUTH CAROLINA—H. S. Hayden, Charleston; H. E. Nichols, Columbia.
ALABAMA—R. S. Bunker, Mobile.
MICHIGAN—Edward A. Lansing, and Philip Furber, Detroit.
WISCONSIN—Philetus Hale, Milwaukee; L. C. Spofford, Fond du Lac.

To Railroad Contractors.



SEALED proposals will be received at the office of the SEDGFIELD & KENTUCKY RAILROAD COMPANY in NASHVILLE, Tenn., until Saturday, Dec. 15th, 1855, for the construction of their road from Nashville to the Kentucky Line, where it meets the Henderson and Nashville Railroad to Henderson on the Ohio river. The E. & K'y R. R. is about forty-eight miles long, through a country well adapted to railroad construction, and the work will be divided into sections of about one mile each, which may be bid for separately, or the whole road included in one proposition. Proposals may also be made to build the thirty miles, only, next Nashville, either by the single section, or in one contract.

There are on the road one tunnel half a mile long, heavy rock work at various points, and two large bridges. Maps, profiles and plans will be ready for examination by December 1st, and any information may be obtained by addressing the undersigned.

NASHVILLE, Tenn., Oct. 20th, 1855.

SAMUEL WATSON, President.
A. ANDERSON, Chief Engineer.

THIRD STREET STOCK EXCHANGE, CINCINNATI.

J. L. Hickman and Company,
STOCK AND REAL ESTATE BROKERS,

AND
Auctioneers;

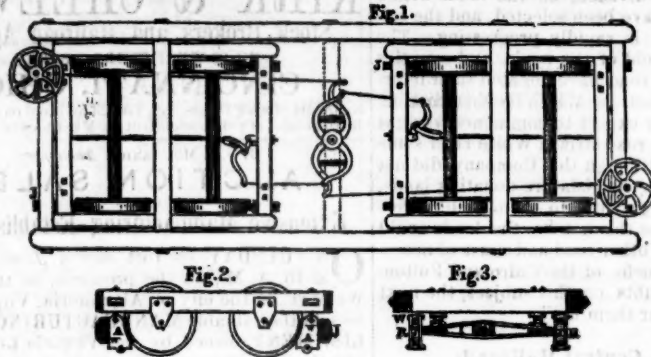
No. 36 West Third Street, Masonic Building.

Public Stock Sales daily
AT 11 O'CLOCK A. M.,

AT THE THIRD ST. STOCK EXCHANGE AS ABOVE.

AT PRIVATE SALE.—J. L. H. & Co always have for sale a choice variety of State, County, City and Railroad Bonds and Stocks; also, Bank and Insurance Works, and other Securities. **NEGOTIATE LOANS** on Stock, Notes, Bills of Exchange, Mortgages, &c. **REAL ESTATE SALES,** whenever required, at the Stock Exchange, or on the premises.

L. PAIGE'S IMPROVED CAR BRAKE BLOCKS. PATENTED JANUARY 16, 1855.



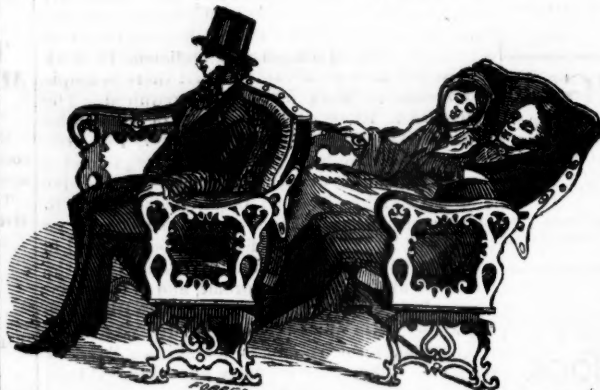
The improvement consists in attaching to each end of the brake-beam metallic sockets, (R) seen in Fig. 3. The shoes (J) are placed in the sockets, and secured therein by means of the face plates (A), which form one side of the sockets. See Figs. 2 and 3. The face plates being secured to the socket by means of screw bolts, (W) which pass through the top and bottom of the sockets and face plates. The shoes extend entirely through and out of the socket in opposite directions, and may be adjusted, as they are worn, by unscrewing, and thereby loosening the face plates, by which the shoes may be shoved nearer the wheels. The face plates being secured tightly against the shoes when they are properly adjusted, and thereby firmly securing the shoes in the sockets. Thus when the old shoes are shortened by use, the making of new ones is obviated, as it will be seen that by placing the shoes in sockets, they may be used until they are almost wholly worn out; whereas the ordinary shoes, by being permanently attached to the beam, (I) must be replaced by new ones, when shortened a trifle by use. The end of the grain of the timber of which the shoes are formed is placed in contact with the wheel thus securing a large amount of friction and obviating all liability to take fire.

The attention of Railroad Companies is respectfully invited to a careful examination of this improvement, as being one of great practical importance and utility. PAIGE'S ADJUSTABLE BRAKE COMPANY are now prepared to apply the improvement to one or more Cars on any road throughout the United States that may wish to give it a trial, and no road will be asked to purchase the right until they have fully tested and are satisfied in regard to the merits of the invention. We are also prepared to negotiate on favorable terms for the sale of rights to any person or persons who may wish to purchase.

Any communication addressed to the undersigned or to the Patentee at Cavendish, Vermont, will receive prompt attention.
J. P. DERBY, Agent, Cavendish, Vt.

The Brake is in use on the Hudson River, Boston & Lowell, Rutland & Burlington, and Cheshire railroads.

ALBERT M. SMITH'S Patent Premium Reclining and Self-Adjusting CAR SEAT.



For a Night and Day High or Low
Back Seat combined in One.
PATENTED AUGUST 21st, 1855.

It was awarded two first premiums, a Gold Medal, at the great "Fair of the American Institute," held at New York, and a Diploma at the State Fair, held at Elmira, N. Y., 1855.

This valuable improvement is adapted and can be applied at a very trifling expense, to the ordinary Seat now in use, without impairing its present qualifications as a day Seat, and a new Seat provided with it, and made in single seats, costs no more than the ordinary seat.

By an arrangement that is very simple and not liable to get out of order, the back is so hung at points, varying from the centre, that it can be converted into a High Back Night Seat, by pushing against the upper part of the Back, which disconnects the lower part, and allows the sides to be reversed, the outside placed in, which is the natural form and shape of

the person, and raised high enough to support the head, this slides the seat forward on a curve, so as to be in conformity with the angle of the back, and it is then self-adjusting to any position of the person, and cannot be moved from it by the sudden motion of the Cars, making a seat as perfectly adapted to its intended use, (as a High or Low Back), as if made specially for it, and no other.

The Seat can be seen and examined, and orders will be received for the improvement to apply to old Seats or for new Seats at the office of

ALBERT M. SMITH,

Patentee and Manufacturer,

13 NORTH ST. PAUL STREET, ROCHESTER, N. Y.

or **TAULMAN & LOW, Agents,**
157 BROADWAY, NEW YORK.

Clean Cop Waste.

THE undersigned are prepared to supply wiping stock of best quality, put up compactly in packages of 10 to 1,200 lbs. each. Directions for shipment should accompany orders which will be promptly executed.

4m24

J. M. HALL & CO.,
20 Cedar st., New York.

For Sale.

1 WOODWORTH PLANER,
1 TENNONING MACHINE,
1 SMALL CIRCULAR SAW AND FRAME.

The above have been used but a short time and will be sold low for cash.
BRIDGES & BROTHER,
94 Courtlandt st.

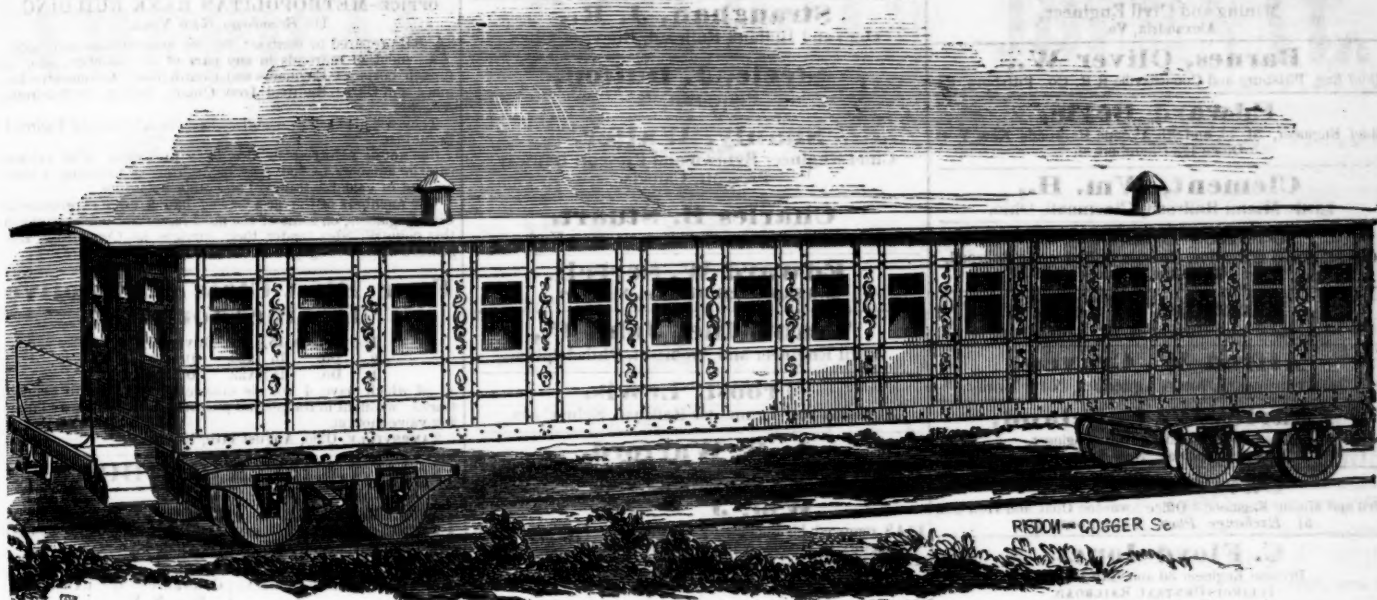
BAILEY'S Patent Reclining Car Seat.

Patented October 10th, 1854.

THIS VALUABLE IMPROVEMENT IN CAR SEATS, combines utility, comfort, elegance of appearance and economy of space, and is unrivaled by any seat now in use. It can be made to recline at any desired angle at the will of the occupant, without any of the usual fastenings or catches. It is simple in construction, not liable to get out of order, and neither in weight of material nor cost exceeds the ordinary Car Seat.

Railroad Companies and Car Builders are invited to call and examine the seat at the office of
WARD & SINGLAIR, 102 Broadway, N. Y., or
BRIDGES & BROTHER, 94 Courtlandt st., N. Y.,
where orders are received.

LA MOTHE'S PATENT IRON RAILROAD CAR.



WE are now prepared to furnish this Car to railroad companies at short notice and reasonable rates.

Notwithstanding its extraordinary advantages, the prices will be arranged wholly with reference to the cost of construction—without regard to patent rights.

We are now building passenger and freight cars for several companies; and it is desirable that parties ordering give early notice of their wants.

The striking features of this principle are:—simplicity—cheapness—durability—superior safety in cases of accident—facility of repairing when damaged—and less weight compared with the wooden cars of the same capacity; these cars for 60 passengers are more than two tons lighter than the ordinary cars, while the strength is immeasurably greater.

We guarantee these points in the acceptance of orders.

The advantages may be tested by personal observation in

this city. Detailed descriptions of the cars will be forwarded to parties wishing them.

ALFRED SEARS,

Civil Engineer and Architect,

Agent.

OFFICE—9 SPRUCE ST., NEW YORK.

New York and Erie R. R.

On and after Monday, Nov. 19th, and until further notice

PASSENGER TRAINS

will leave Pier foot of Duane street, as follows, viz:—

BUFFALO EXPRESS, at 7 a.m., for Buffalo direct, without change of baggage or cars. At Hornellsville this Train connects with a Way Train for Dunkirk and all stations on the Western Division.

MAIL, at 8½ a.m. for Dunkirk and Buffalo, and intermediate stations.—Passengers by this train will remain over night at Owego, and proceed the next morning.

ROCKLAND PASSENGER, at 2½ p.m., (from foot of Chambers st.) via Piermont for Suffern's and intermediate stations.

WAY PASSENGER, at 4 p.m., for Newburgh and Otisville, and intermediate stations.

NIGHT EXPRESS, at 5 p.m. for Dunkirk and Buffalo.

EMIGRANT, at 5 p.m., for Dunkirk and Buffalo and intermediate stations.

On Sundays One Express Train—at 5 p.m.

These Express Trains connect at Elmira, with the Elmira & Niagara Falls Railroad, for Niagara Falls, at Buffalo and Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnati, Toledo, Detroit, Chicago, etc.,

20th. D. C. McCALLUM, General Sup't.

Railroad Iron.

225 TONS Welsh Iron, 56 lbs. to the yard, in store and to arrive. For sale by
45th CLARK & JESUP, 70 Beaver st., N. Y.

KASSON'S LOCOMOTIVE EXPRESS

For the receipt and transportation of LOCOMOTIVES, PASSENGER and BOX CARS OF ANY GAUGE

To the Western and South-western States.

Proprietors:

Wm. M. Kasson & Son, No. 90 Exchange st., Buffalo.
No. 62 Beaver st., New York.

Agents:

J. O. GREEN, Dunkirk, N. Y.
O. B. BUTLER, Cleveland, O.
ANDREW & WILSON, Cincinnati, O.
JAB. HOOKER, Indianapolis, Ia.
R. M. MITCHELL & Co., Chicago, Ill.
SAMUEL SPRUANCE, Alton, Ill.

N. B.—A Circular descriptive of our unequalled facilities, and our manner of doing this business, as well as our experience in, and our prompt attention to it, together with prices and other particulars, will be furnished to parties desiring the same, upon personal application to us, or by letter to our address or that of either of our agents.

Philadelphia, Wilmington & Baltimore Railroad.

UNITED STATES MAIL ROUTE TO THE SOUTH AND WEST.

Trains will leave the Southern and Western Station, corner of Broad and Prime streets, Philadelphia, at 8 30 am, 12 45, 3 and 11 pm.

FARE BY THROUGH TICKETS TO THE SOUTH.

From New York to Wilmington.....	\$15 60
do do Norfolk.....	8 50
From Philadelphia to Wilmington.....	14 00
do do Norfolk.....	6 50
do do Petersburg.....	9 00
do do Richmond.....	8 00

FARE BY THROUGH TICKETS TO THE WEST.

From New York to Cincinnati.....	\$13 50
do do Louisville.....	14 50
From Philadelphia to Cincinnati.....	11 00
do do Louisville.....	12 00
From New York to Indianapolis.....	16 00

An extra charge will be made for meals and state rooms on board the boat.

GEORGE A. PARKER, Sup't.

INCRUSTATION OF BOILERS.

WEISSENBOERN'S PATENT

Incrustation Preventor

effectually obviates incrustation by separating the incrusting matter from the water before it enters the boiler, while at the same time it is of great value as a HEATER and CONDENSOR.

The apparatus occupies but little space, is simple in construction and management, and applicable alike to stationary, locomotive and marine engines.

Testimony can be furnished of its successful operation for several months during which it has been in use here, and for two years in Europe, with water containing an unusual proportion of lime.

Drawings and full descriptions will be furnished to parties desiring them. For right to use this invention, apply to

E. W. SARGENT, Delmonico's Hotel,
No. 25 Broadway, New York.

FOR SALE.

TWO first class STEAD EARTH EXCAVATORS, now upon the Delaware, Lackawanna, & Western Railroad. Apply personally or by letter to
645 H. S. WELLES & CO., 4 Wall st.

ELLIOTT & CO.,

NO. 4 WILLIAM STREET, NEW YORK.

(ONE DOOR SOUTH OF BEAVER STREET.)

RAILROAD AGENTS

AND

COMMISSION MERCHANTS,

PURCHASE AND SELL ON COMMISSION

FOR RAILROAD COMPANIES.

RAILROAD IRON—They contract upon the most favorable terms for the delivery of Rails either on board ship in England or in the United States.

LOCOMOTIVES & CARS—Having connection with some of the best builders, they furnish the best at the lowest rates for cash or good paper.

WHEELS & AXLES—They are Agents for two of the best Forges, and one of the first Wheel Makers, and can supply orders with promptness and to give satisfaction.

CHAIRS & SPIKES—They are authorized to sell wrought and cast iron chairs and spikes from the best known makers at the lowest rates.

All orders will be promptly filled and at the lowest market prices.

CAR FINDINGS in variety.

Railroad Secretaries are particularly requested to forward by mail copies of their Reports from the first

ELLIOTT & CO.,

No. 4 William st., N. Y.

ROGERS, KETCHUM, & GROSVENOR,

LOCOMOTIVE ENGINE BUILDERS,

Paterson, New Jersey,

Having extensive facilities, are prepared to furnish promptly, of the best and most improved description,

Locomotive Engines

AND TENDERS

RAILROAD MACHINERY.

Address Paterson, N. J., or 74 Broadway, N. Y.

Lord & Wright,

Counsellors at Law Cincinnati Ohio.

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ENGINEERS.

Atkinson, T. C.,
Mining and Civil Engineer,
Alexandria, Va.

Barnes, Oliver W.,
Chief Eng. Pittsburg and Connellsville R.R. Co., Pittsburg, Pa.

Edward Boyle,
Chief Engineer, 2d, 3d, and 9th Avenue Railroads New York
Office 123 Chambers st.

Clement, Wm. H.,
Little Miami Railroad, Cincinnati, Ohio.

James Converse,
Chief Engineer Galveston, Houston & Henderson Railroad,
Galveston, Texas.

Cozzens, W. H.,
Engineer and Surveyor, St. Louis, Mo.

Alfred W. Craven,
Chief Engineer Croton Aqueduct, New York.

Charles W. Copeland,
Steam Marine and Railway Engineer,
64 Broadway, New York.

Davidson, M. O.,
Civil and Mining Engineer. Office Swanton Coal and Iron Co.,
51 Exchange Place, BALTIMORE, Md.

C. Floyd-Jones,
Division Engineer 3d and 12th Divisions,
ILLINOIS CENTRAL RAILROAD,
Vandalia, Ill.

Gay, Edward F.,
Civil Engineer, Philadelphia, Pa.

Gilbert, Wm. B.,
Syracuse and Binghamton Railroad, Syracuse, N. Y.

Gzowski, Mr.,
St. Lawrence and Atlantic Railroad, Toronto, Canada.

Grant, James H.,
Nashville and Chattanooga R. R., Nashville, Tenn.

Theodore D. Judah,
Chief Engineer, Sacramento Valley Railroad,
Sacramento, Cal. 1y28

Robert B. Gorsuch,
Civil and Mechanical, Steam and Hydraulic Engineer,
Tabernacle Building, 340 Broadway, N. York. 18tr

Holcomb, F. P.
Ohio Eng. Augusta and Waynesboro, and Savannah & Sa-
cola Railroads, Matheraville, Macon Co., Ga.

S. W. Hill,
Mining Engineer and Surveyor, Eagle River,
Lake Superior.

D. Mitchell, Jr.,
Chief Engineer Pittsburgh and Steubenville, and Chartiers Valley
Railroads, Pittsburg, Pa.

Samuel McElroy,
Assistant Engineer, New York Navy Yard.

Mills, John B., Civil Engineer,
Sackets Harbor and Saratoga R. R., 24 William St., N. Y.

Morris, Ellwood,
Engineer and Agent DAUPHIN & SUSQUEHANNA CO.,
Cold Spring, Lebanon Co., Pennsylvania.

Septimus Norris,
Civil and Mechanical Engineer, Philadelphia.

Saml. & G. H. Nott,
Civil Engineers, No. 6 Nile's Building, Change Avenue, Boston.

Osborne, Richard B.,
Civil Engineer, Office 73 South 4th st., Philadelphia.

Prichard, M. B.,
East Tenn. and Georgia Railroad, Knoxville, Tenn.

W. Milnor Roberts,
Chief Engineer Alleghany Valley Railroad, Pittsburg, Pa.

Roberts, Solomon W.,
Ohio and Pennsylvania Railroad, Pittsburg, Pa.

Sanford, C. O.,
South Side Railroad, Virginia.

Charles L. Schlatter,
Chief Engineer Brunswick and Florida Railroad,
Brunswick, Georgia.

Straughan, J. R.,
Ohio and Indiana Railroad, Bucyrus, Ohio.

Steele, J. Dutton,
Pottstown, Pa.

Shanly, Walter,
Chief Engineer Bytown and Prescott Railway,
Prescott, Canada.

Charles B. Stuart,
Consulting Engineer, 23 William str., New York.

Edward W. Serrell,
Civil Engineer, 23 William st. New York.

Trautwine, John C.,
Civil Engineer and Architect, Philadelphia.

Troost, Lewis,
Alabama and Tennessee Railroad, Selma, Ala.

A. B. Warford,
Chief Engineer, Susquehanna Railroad, Harriabu Pa.

Wm. J. Yates
HAS removed his Engineering and Surveying Instrument Man-
ufactory to No. 33, North Seventh Street, Philadelphia.

Knox & Shain,
Manufacturers of Engineering Instruments, 46½ Walnut st.,
Philadelphia. (Two premiums awarded.)

BUSINESS CARDS.**Railroad Suspension Bridge.**
NOTICE.

BENJAMIN WATKINS, at Port Gibson, Mississippi, Archi-
tect and Engineer, will erect Suspension Wire Cable
Bridges for railroad crossings from two hundred to three
thousand feet span, and wooden bridges of three hundred feet
span for any purpose of crossing, and he will also erect foot
bridges for man and horse crossing with short or long spans in
any part of the United States upon fair terms. Please address
as above.
November 12th, 1855.

The Troy Iron Bridge Co.

ARE prepared to erect Iron Bridges or Roofs, or any kind
of bearing trusses, girders, or beams, to span one thou-
sand feet or under, of any required strength, in any part of the
country. Their bridges will be subjected to severe tests, and
can be built for about the price of good wooden ones. Address
D. & G. L. BLANCHARD, Troy, N. Y.
April 1st, 1855.

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